

**Planning & Zoning Commission  
Milton Library – 121 Union St  
June 9, 2014 – 6:30 p.m.**

**Transcriptionist: Helene Rodgville  
[Minutes are not Verbatim]**

1. Call to order – Lynn Ekelund

2. Roll call of members

Ted Kanakos	Present
Barry Goodinson	Present
Linda Edelen	Present
Mark Quigley	Present
Lynn Ekelund	Present

3. Additions/Corrections to agenda

Lynn Ekelund: Do we have any additions or approval of the agenda items? If none, can I hear a motion to approve the agenda.

4. Approval of agenda

Linda Edelen: Motion to approve.

Barry Goodinson: Second.

Lynn Ekelund: All in favor say aye. Opposed. Motion carried.

5. Public Hearing

Review and update of the Town of Milton's Comprehensive Plan to include a presentation from Roberta Guyer, DelDOT Planner, regarding the transportation component of the town's plan and transportation improvements for the surrounding area. A discussion on core values and other related elements may be held if time permits.

6. Business – Discussion and possible vote on the following items:

a. Overview of Comprehensive Planning Process.

b. Review and update of the Town of Milton's Comprehensive Plan to include a presentation from Roberta Guyer, DELDOT Planner, regarding the transportation component of the town's plan and transportation improvements for the surrounding area. A discussion on core values and other related elements may be held if time permits.

Lynn Ekelund: Before we start with that, I think Mr. Goodinson wants to make a statement giving us an overview of Planning and Zoning's entire Comprehensive Planning Process.

Barry Goodinson: Thank you. I just wanted to place this meeting in a larger context. What

we're hoping to do is have a series of public meetings during which we solicit the feedback and ideas of the public. The State has certain things that are required in the Comprehensive Plan, so we've taken and listed all of those things and figured out how many meetings we need to have to meet the requirements of the State. We also looked at the things that people in Milton have been talking about: the river, the downtown, things like that, that are specific to Milton and we've added meetings to solicit people's ideas about those things. So when we put them all together, it looks like about 14 public meetings, give or take a few and if new issues get raised during the course of these conversations, we can always add additional meetings on; although I'm sure that the Town can only bear so many meetings. We really want to dig down into these and really give people an opportunity to be heard, so please let your friends and neighbors know that these meetings are taking place. We'll do our best to publicize them. We set up a Facebook page, so as we set the dates for these meetings... right now we have a list of the topics. Later on tonight we'll sit down with calendars and figure out when those meetings will take place and we'll post them to the Town website, to the Facebook page. We're trying to get involved in the email conversations that take place, so we'll be sending out emails reminding people. Any opportunities we have to reach out to folks, to get as many people here in the room as possible; and then specifically as we're talking about specific topics, having people with expertise in those topic areas, or a particular interest about that particular subject. Keep an eye on your email. Visit the Facebook page if you do Facebook. Visit the Town website. We'll be posting more and more information. The other thing that we really want to encourage is for people to think big. We're coming out of this awful recession. There is an opportunity that some things happening here in town. The last Comprehensive Plan was done in a short period of time. We're trying to give ourselves as much time as possible to really dig down, so really think big. If you have a goofy idea, don't be afraid to share it, but related to that if someone has an idea that you think is goofy, you don't have to be telling them in a public venue, that it's a goofy idea. So let's be respectful of one another. The whole point of these conversations is to collect information and to have as many ideas on the table as possible, so then when we really get to the work of planning, we have a lot of ideas on the table to draw from. That's the plan. I hope you've picked up this handout that outlines the topic areas. We will be assigning dates to these conversations, so watch the space to find out when we are going to be talking about these things.

Lynn Ekelund: I think Mr. Kanakos wanted a brief statement.

Ted Kanakos: Yes, please. Barry just said to think big. We're not the only people that are thinking big and in this past Friday's edition of the Cape Gazette, the headline reads Plans Resurface for Shopping Center. I'd like to take this opportunity to bring to the attention of the public and members of the Commission, an article which appeared in the June 6<sup>th</sup> issue. The sub-heading was Overbrook Town Center would be larger than Tanger Outlets. I'd like to read the first three and the last sentence of this article. "Plans for a major regional shopping center along Route 1 just north of Lewes, have resurfaced on Sussex County Official's Agenda. Overbrook Town Center reviewed by State Planner's in late 2012, include nearly 800,000 square feet of retail space. Six pad sites of nearly 60,000 square feet and more than 5,000 parking spaces. If approved, the developer would be required to fund most, if not all, of the construction of a multi-million dollar Route 1 overpass at the entrance opposite Cave Neck Road." That's right

down here at 1 and the end of 88. "Preliminary Plans call for the wastewater to be pumped and treated at the Milton sewerage plant." Now, it appears in hindsight why Tidewater Utilities was trying so hard to acquire additional land, adjacent to their present facility here in Milton, last year. They were already way ahead of the curve, last year in trying to upgrade their capacity, to service the new Regional Shopping Center. I'm sure the developer, TD Rehoboth, LLC, based in Timonium, Maryland long ago approached Tidewater Utilities about their wastewater disposal needs and Tidewater's capacity to service them. This is how the private sector operates. They look ahead, way down the road and around every curve, when it comes to growing their business. Tidewater, last year, extended their pipes down Cave Neck Road to the intersection of Round Pole Bridge Road and Diamond Farm Road, just a few miles to the newly proposed Shopping Center, so they have been busy. I am sure, when a past administration succeeded in privatizing Milton's treatment plant; they were not aware of the unintended consequences of letting a utility like Tidewater loose here in Milton and allow it to bring the spoils of it's growth back to Milton. I do not know if we want to be known as the wastewater capital of Sussex County. I make no value judgments on this issue, only an observation. Here is a cautionary and timely tale to be related to, as it applies to already discussed Comprehensive Plan. One, Cave Neck Road, which was mentioned at our last meeting as a gateway road into Milton from Route 1. Mr. Welu mentioned the need to consider a light to control the traffic at Route 1 and Cave Neck Road. From a traffic light to an estimated \$8,000,000 overpass in just two weeks, things have changed. That's how fast these things move. I'm glad we have a representative here from DelDOT to help us address the impact of this issue. Two, the Broadkill River was also mentioned at our last meeting, as a unique and one of a kind natural resource for the people of Milton. How would this new shopping center and Tidewater, if they succeed in a partnership, affect our plans to develop our riverfront? Also, how much processed wastewater would be discharged into our river? Three, affordable housing. I think we will see an upsurge in development along Cave Neck Road, inching it's way towards Milton. 1,400 full and part time jobs will be created and this will obviously demand the need for additional housing developments along Cave Neck Road and Sweetbriar. Vincent Overlook and I think it's Inspiration developer's are already in an expansion mode, so if you're going down Cave Neck Road you'll see that they're clearing massive fields, so there's some big projected building there. Now the last comment I would comment on is water. Milton owns it's own water system. It's not privatized. Like Arabs in Saudi Arabia, who sit on vast pools of oil, we in Milton here, sit on a vast aquifer of clean water. As mentioned at our last meeting, Milton not only sells water to it's residents, actually the largest source of income to the Town, after taxes; because the right to sell water outside town boundaries, at twice the residential rate; if we can develop our municipal water system in relation to the projected needs of our Comprehensive Plan, it might be of a great benefit to all, especially the new housing in our projected expansion area. Now I mention these items to emphasize how important municipal planning is and how important it is to stay ahead of the curve when developing a Comprehensive Plan for Milton. Although the proposed mega shopping center is not in our actual expansion zone, it's impact on us will be great and on our resources. Thank you.

Lynn Ekelund: Next up Roberta Guyer, DelDOT Planner regarding transportation component of the town's Planning and Zoning improvements for the surrounding area. I spoke with Bobbie and her presentation is to last about 30 minutes and she would actually prefer that if you have a question, that you ask that question while she's on that particular slide. With that, welcome.

Bobbie Guyer: Thank you and thanks for having me. I know in your thing here it says I'm going to be talking about the transportation plans for Milton. Actually, what I'm here to tell you is that we're going to be... in developing the mobility element of a Comprehensive Plan, we are essentially reacting to what you are going to put into your plan. What your annexation plans are. What your growth plans are, so that we can do a plan to address that for the transportation system. Regionally, as was mentioned with the Overbrook Shopping Center development there are a lot of impacts that are going to happen to Milton, including what's going to happen and the demand that's going to be increased on Cave Neck Road and also Route 16. So we need to keep those in mind when you're developing your plan also and looking at where some of the growth is going to be, where you want to channel that growth and how you want the town to develop. These are the items that a Comprehensive Mobility Element commonly has. The Vision Statement should be a description of how the system should function, once you grow up to be what you want to be. Now I don't know what the timeframe is; is this a 2040 Plan?

Hal Godwin: No, it's supposed to be 10 years.

Bobbie Guyer: Okay, 10 years. Some of the projections I have in here are 2040, which is what are next long range transportation plan would be. It's that long of a term that we look at as to what's happening overall in the system. Then we're going to outline what your current transportation system is, including all your roads, your sidewalks, bike lanes, waterways and the type of activities that happen there and then what are the key trends? What are the population and employment projections for this area and how do we need to adjust the Comprehensive Plan to address those issues? Then we'll hopefully get into strategies and actions on how we can collectively address these issues that are going to be coming forth and identify the problem areas and maybe glean out some projects. As you know, the State is in a financial meltdown right now and money is tight. It doesn't help that we have a bridge out on 495, either, because that's going to drain some of our State and Federal resources. So we have developed, within the department, a prioritization process so all projects throughout the State, go through this process. But it helps having a plan and a direction of where Milton wants to move, so that we can help you get there. That's as clear as it's going to get. So the Mobility Element is just one component of your Comprehensive Plan. It's the transportation component that looks at all the roads and what your build-out will be. It also will hopefully set the direction for not only DelDOT, but the County and the Town's decision-making process as we all move forward. Again, I'm sure you're going to have presentations from other State Agencies, like DNREC, Historic Preservation and some of the other agencies, like Agricultural Preservation; that all has to be elements of the Comprehensive Plan, so as State Agencies we all work together within PLUS review and I'm sure Dorothy can explain that process to you, as well. Again, identification of projects and then prioritization, not only your prioritization, what are the priorities of the Town? Then it

has to go through the State. Not only are we looking at roads, but looking at all the transportation needs of the community. Sidewalks, where do we need connections? Where are there gaps in sidewalks? Where are some of the sidewalks that are not ADA accessible. Where do we need bike lanes; interconnections between communities, that sort of thing? The current system overview and this is what it would include, your roads, highways, transit services, bicycle network, sidewalks, trails, what kinds of trails could we develop? I know you have part of an abandoned rail line nearby. We're doing the Georgetown-Lewes Rail Trail. We could plan something similar to that and those are the kinds of things we want to glean out of this. What kind of plans, studies, additional work do we need to do on the transportation side? That will come out of this Comprehensive Plan. As you know, Route 16 is part of our evacuation route and then too, what can you do for your water transport? That's an important resource to the Town. How can it be fully developed and used as a part of your transportation system? Then, the big issue, flooding and drainage. Okay, we're going to be looking and I'm sure you're going to be looking at this too with your Comprehensive Plan. What are the population and employment projections and I have some slides that are going to show you some of the projections that have been made, not only for the Town of Milton, but surrounding areas. Yes, Sir.

Steve Crawford, 216 Ridge Road: Flooding and drainage. Can you explain a little bit more about that, considering the situation we have in this Town, as it relates to DelDOT?

Bobbie Guyer: That would be something that we would talk to DNREC about and how it would affect the roads and what we would need to do if there are roads that are flooding, how we're going to address that in the future. It's just a consideration.

Steve Crawford: Alright, thank you.

Bobbie Guyer: We're going to be looking at travel behavior and how that's going to be influenced by the demographic. It's an aging demographic that's moving into Sussex County and the surrounding areas, so how is that going to affect your thinking in your Comprehensive Plan? All State Agencies are required to use the population and employment projections of the Population Consortium at the University of Delaware. I'm showing here what your 2012 population is and what your projection is in the surrounding area for 2040. As you can see to the north there's a 947% increase in population, to the surrounding areas, just to the north. There's a 19% increase in Milton and 51% south, in the southern areas of Milton there. These are all numbers that are adopted by the County, so they may change around as developments occur, but there's a set number of population that the State tells us will increase and that normally falls true, but it could be moved in some of the other transportation zones around the Town.

Barry Goodinson: The increase in population in the growth areas there, is that in the Milton zip code, or does that go beyond the Milton zip code?

Bobbie Guyer: I think that's all in the Milton zip code. I know that Milton's zip code goes out to Route 1, because I used to live in Paynter's Mill and that was a Milton zip code, so I'm assuming this is probably all in the Milton zip code, but I'm not sure. I don't have the zip code areas here, just the transportation zones that we use for planning purposes. Do you know that, Dorothy? No. So today Sussex County is 18% of the State's population. By 2040 we're projected that Sussex County will have 50% of the

overall growth of the State; 65% if you take in the seasonal population and we do use seasonal population when we do forecasting and modeling for any of the systems down here. Yes, Sir.

James Wagner, 409 Federal Street: It says that 18% of the State's population is the current number. What's the projected number by 2040?

Bobbie Guyer: I don't have that number...

Hal Godwin: It's available through the Population Consortium. They'll have it.

Bobbie Guyer: Yes, I think we're just under a million right now, statewide...

Hal Godwin: Sussex County is roughly 200,000.

Bobbie Guyer: 203,000 is what is projected?

Hal Godwin: That's what we are now.

Bobbie Guyer: That's what we are now.

Lynn Ekelund: Excuse me, people at the side table can you identify yourselves?

Dorothy Morris: From the State Planning Office.

Lynn Ekelund: Thank you.

Bobbie Guyer: Then we have the employment projections and again, we're showing an increase north of Milton and some 148% south of Milton and then 11% within the Town itself. But there's growth all around the Town that's going to be occurring by 2040. This shows some of the outside of the Town, which most of you, I think, are already familiar with what some of the zoning is. Just northwest of the town is high density residential and then some commercial that's located along Route 16. Traffic volumes, as you can see, or can't see, the red lines show that there's an increase of 81% of traffic volumes on Route 16, especially as you're heading west of Town and this doesn't include a lot of the new things that are coming up, like the Overbrook commercial development, so it is going to significantly impact 16 and Cave Neck Road.

Richard Miller, Gristmill Drive: Regarding the transportation component of this Plan, and again we were encouraged to think outside the box, I sometimes look at other models that work and because of Milton's location, we are actually passed through by folks going further south on Route 1 and I'm wondering if it's worth consideration by the State Agencies and by the Town of Milton to develop a transportation hub, so that people could get off of Route 1 and shuttle down to the shore towns and that way it would cut down traffic, it would deliver more potential business to the Town of Milton, because we'd be a weigh point and it would just be a better way to control traffic issues that are already plaguing us? It's just something I'd like to put on the table, as a possibility. There is a Park and Ride in Rehoboth and it is utilized, but that same concept would be a real bonus for Milton and for this area of Sussex County. It would take traffic away and it would deliver to Milton revenue potential and all the benefits that traffic would bring, in that regard; but the traffic itself would be off the roads, because we'd have a shuttle system to get folks to the beach areas, including the folks who live here.

Bobbie Guyer: There is another Park and Ride planned, where the Wright Chrysler Building is; that will probably go under construction sometime in the next year or so.

Richard Miller: Where is Wright Chrysler? On Route 1?

Bobbie Guyer: Right just south of Lowes on Route 1. We own some other property at Nassau, right by the Nassau Bridge there; so there was a plan that was done for SR-1; but looking at something in Milton is highly possible. The problem is the further you get



away from the beaches, the harder it is to get people out of their cars. One of the reasons the Rehoboth Park and Ride works so well, is because you're right there.

Richard Miller: We change minds, one car at a time.

Bobbie Guyer: That's true.

Richard Miller: If the potential is there, people will find a way to get to the beach, without the hassle and this idea that I'm floating, certainly lends itself to some development, but it's just one man's opinion. Thank you.

Bobbie Guyer: Okay, thank you. Some of the strategies and some of the things you need to be thinking about as we're developing this transportation component of your plan is and the gentleman just mentioned a good idea; having some sort of transit hub serving Milton, that could possibly accommodate not only shuttles to the beaches, but to the outlets or anywhere in the SR-1 corridor. What are we going to have to look at for local roads? Your sidewalk connections, bicycle connections, crossings at Route 16 or whatever else that we need, maybe looking at... I know it was discussed the last time, interconnection between communities, so you don't have to get in your car to get anywhere. You could go through neighborhoods safely to get into Town. An important component is the evacuation routes and unfortunately there will come a time where everybody will need to use these; it's just a matter of time. Hopefully, not in our lifetime. Then looking at coordinated public transportation, not only transportation provided by DART, but there's a whole slew of other transportation providers, like Cheer and some of the Senior Centers, so how can that service be coordinated to give the resident's not only of Milton, but in Sussex County, better transit options. Looking at travel alternatives, we talk a lot in Planning about complete streets; not just looking at roadways, but how can people get around walking, biking, and even transit. Transit, though, you need higher densities to make transit really work. Two units per acre. People are more spread out. Transit really works well in the resort area, because you have a lot of dense development along the highway and it works well and it does take traffic off the roadways. We're going to be developing statewide a Master Bicycle Plan to look at low stress bicycle connections; not just bicycle lanes on roads, because some people don't feel comfortable using the roads, especially if they're high volume, or high speed, so looking at those neighborhood connections and trail connections, where possible. Again, looking at transit service. The most important part is the inter-governmental coordination. We work a lot with our other agencies, like DNREC and the Office of State Planning Coordination in getting a lot of this stuff done. One other thing that I want to bring up and when we updated our statewide transportation plan in 2011, we found that there was a greater transportation need than we had funding and that still holds true today, with even a greater need and less funding, it seems, every year. So we've been doing these transportation investment districts around the State. We just completed one in southern Milford, of looking at how that's going to develop with a medical facility and the housing and everything that goes into that. Then, what we do is we understand what the zoning and what the development will be and when the developer's come in, we know exactly the transportation improvements that need to be made and each one of them contributes to those transportation improvements. This way, it's not the last developer in that gets to pay for the bulk of the improvements that are needed. We've done that up in Middletown. We've done it in Smyrna and so it's a

possibility for Milton, when you're looking at what's happening in some of the areas that are going to be developed in the near future.

Lynn Ekelund: Bobbie, I have a question on that. In the PLUS review Town of Milton Pre-Update Review, under Transportation, it spoke to these Transportation Investment Districts and it said that these regulations, among other things, require that the districts be identified in local government's Comprehensive Plans. If the Town is contemplating significant growth of the sort previously proposed in Sussex County, on the northwest side of town, it may want to consider creating a TID. Could you just explain that a little further to me? A TID to me is reading some of the information that you gave us, is it asking us to relax the standard of traffic congestion, from a C to D or an E or an F.

Bobbie Guyer: That's probably another presentation, but some of that... if you have and I'm going to get into some of this Smart Growth Principles later on...

Lynn Ekelund: I'm sorry if I'm premature.

Bobbie Guyer: No, that's alright. When you can accommodate bicycles and walking, it does reduce traffic, because you don't have to get into your car to go somewhere. Like I live downtown Lewes, so on weekends when it's busy, I can walk to the market, or I can go anywhere by bike or walking. I think those are the options that a TID can offer is more planned development and also how that integrates with all of the improvements that are going to be made. There's tons of articles and literature on Transportation Investment Districts, in fact we just finalized it in Code, so I can make sure that Hal has all that information for you to look at.

Lynn Ekelund: If I could just follow up on one more question, without getting too detailed, it seems to indicate here that if we want to designate a TID, we have to put it in our Comprehensive Plan. Is it to the contrary, that if we do not want to designate a TID, that we would specifically put that in our Comprehensive Plan?

Bobbie Guyer: You could do that too. It doesn't mean that development is not going to occur outside of Milton.

Lynn Ekelund: No, I understand that, but this seemed to be indicating redevelopment within the town and development within Milton. That's all I'm talking about and it's stating that if we want to consider a TID, we should put it in the Comprehensive Plan.

Bobbie Guyer: Right. What it is, is that it's another layer of public meetings and that, to sort of get the public's input as to how a certain area would develop if you were thinking of annexing in an area for development and it gives you a little bit more control, and a little bit of knowing exactly how the traffic's going to impact different areas of the Town; because we have traffic modeling capabilities and we can visually show through microsimulation now, how this can all work and I would be happy to bring someone with me. That's not my expertise; that can show you how it works. Doing a TID is a formal agreement between the state, the municipality and the county, as to how the TID would occur, so it is a coordinated effort, but the end result is something that you will know what's coming and you can plan for it.

Lynn Ekelund: What intrigued me is since we're going through this process now, it says we have to put it in the Comprehensive Plan, so we have to know that it's there and perhaps we could get a little bit more information. I know I could use a little more information on this issue before we decide whether we want to or not to, put it in the Comprehensive Plan.



Bobbie Guyer: Correct me if I'm wrong, Dorothy, even if it's in the Plan, if there isn't enough agreement between all the parties, it does not have to happen, but it could only happen if it's in the Plan and identify the area. Okay. Yes.

Jeff Dailey, 211 Gristmill Drive: Again, looking at the TID and in thinking about that and whether or not we'd like that to be included in our Comprehensive Plan, and not just to the northwest, but addressing the entirety of the Route 16 corridor; Delaware is famous for keeping the roads improved, but not necessarily widening them. Maryland is famous for widening them to perhaps no purpose, so go figure. However, if you hear the stories and most of us know them about Route 1, it was only a handful of families that owned all of the properties along Route 1. They did not have the foresight, nor did the State, at the time, to put in service roads for all of those Tanger Outlets and the eateries, etc. and as a result, we have huge traffic jams during beach season. I want to remind you and everyone here, that Milton is perhaps one of the only municipalities that is not on a major developed highway and if you think about Millsboro, Georgetown, Milford, all being on 113; Greenwood on 13; we are the one beautiful little town with a river running through it and hills on both sides and Wagamon's Pond and a Historic District that have not yet been obliterated by growth inevitability; and the flip side is what you mentioned a moment ago, which is Smart Growth. I really would love to see the Governor of this State, at these meetings, announcing that the State is going to finally get it right with Milton, a diamond in the rough, one of the few towns that is not on an overbuilt, north/south or east/west traffic corridor, accommodating a huge money item for the State, which is beach traffic and the year round outlets. I mean no disrespect, but what I'm hearing is the way it's been done. The way DelDOT does it. The way DNREC does it. Right now, I don't see any plans in this county for Route 16 at Milton having service roads to the existing shopping center; which means that Milton is going to be nothing but another bottleneck on a new east/west corridor that gets an 81% increase in traffic volume, so my neighbor, Rich, is thinking outside the box with the suggestion that we move up north a little bit to Milton as a traffic hub. I'm suggesting that if there's inter-governmental coordination that everybody get on board and recognize what we have here, because we won't have it for much longer. The growth is inevitable and I'm sorry, the Smart Growth should have been done, as you point out, 20 to 40 years ago; that's how you project into the future; well 20 to 40 years behind us, nobody said, gee, that municipality should be designing service roads into existing and future Shopping Centers so it's not a bottleneck. Are we going to widen 16? Is it going to narrow again at Milton, creating traffic jam after traffic jam? This has to be addressed. We have to see what we have and where we can go with it and how we can, as a State, salvage one of the last Towns, as I said before, that is not on an overbuilt congested corridor.

Bobbie Guyer: I guess if anyone had, because I've lived in Delaware; I don't know how long you've lived in Delaware...

Jeff Dailey: Just seven years, but I've been visiting here for years.

Bobbie Guyer: I've lived in Delaware for almost 40 years, so I got to see the growth on Route 1 and if anyone would have guessed what it would have become, we would all be shot. I think the transportation department takes a little bit of blame, a lot of it is the land use and the land use agency is not keeping, or controlling, what happened on Route 1; we've tried to have controlled access along Route 1 and we failed miserably.

Jeff Dailey: And the State has failed miserably, as has the County, because we have no Planner, we have no Comprehensive Infrastructure Plan; that's why we citizen's read in the last two paragraphs of an article in the paper that the Milton wastewater treatment plant, will be servicing this mega shopping center. We're left behind, but the Agencies have got to recognize what is here, before the inevitable growth completely obliterates Smart Growth opportunities and we, in our Comprehensive Plan, have got to build this in, as Ms. Ekelund said. We've got to look at TID's. We have to. But we have to have the full attention and care of the State Agencies. From my work on the last Comprehensive Plan and I didn't work directly on it, I was an observer, but what was happening was and a statement was made at the last Comprehensive Plan meeting and I'll sit down in just a moment; but the statement was made every agency has to review your Comprehensive Plan. Well that doesn't smack of inter-governmental coordination; that smacks of we do the work; we submit it to each agency; there's no real dialogue going on between those agencies; they just stamp what we have created. I may speak again this evening, if citizens won't lynch me over it, but thank you very much. Enough said at the moment.

Bobbie Guyer: Do you want to address any of the PLUS review of the Comprehensive Plan? While we're on that subject, I'll let Dorothy explain what the PLUS review of your Comprehensive Plan entails.

Dorothy Morris, State Planning Office: I'm not here to argue anything you said. This is your plan. Your Town. But I did want to let you know that that's part of what these meetings are about. You should be inviting people from the State, DNREC, DelDOT and Historic Preservation to get not only what the requirements for a Comprehensive Plan are, but what the recommendations for a Comprehensive Plan are; so that we can work together; inter-governmentally and coordinate this plan so that Milton, when it... as we like to say, when it grows up, it is what you want to see, not what land use has made it. Once the Plan is done, it will go to the PLUS Committee, which is all of the State Agencies and at that point, what we will look at is what is required for certification, so any recommendations that the Town wants to have we may recommend additional ones, but we don't ask you necessarily to take things out. The Plan is your Plan, but the State Code does require some things that you have to have and it is our job just to make sure that they're in there.

Barry Goodinson: I have a question. Since we're talking about the TID and the possible widening that some of the citizens would like; where does the investment come from? Is there a breakdown in the component of what it would cost the Town? What it would cost the State, or the County? Are there actual breakdowns of where the money's coming from?

Bobbie Guyer: It would probably be mostly all State and Federal funding. The only time we require a municipality to provide funding for a project, is if it's a transportation enhancement project and those are generally sidewalk or trail projects and that's an 80/20 split.

Barry Goodinson: Which is the 80 and which is the 20?

Bobbie Guyer: The 20 is the municipality and the 80 is Federal funding. Most of the funding that we get through FHWA (through Federal Highway) is also 80/20; 80 Federal, 20 State; so that's how the split would be. Again, the project would have to be prioritized as a statewide project, or working with the County, because Sussex County

has actually two small metropolitan planning organizations that dictate how Federal funds get spent. The State has actually three MPO's; WAMAPCO is the largest one that serves New Castle and Cecil County, Maryland; Dover Kent MPO serves all of Kent County; the Salisbury/Wicomico MPO actually now reaches up to Seaford. That just occurred, but there's no MPO on the eastern part of the County.

Barry Goodinson: In this area.

Bobbie Guyer: In this area. The County, however, does put together a Capital Transportation Plan every year.

Barry Goodinson: Why wouldn't there be one for this area?

Bobbie Guyer: The population isn't here yet; it's a requirement that it has to be over 50,000 in an area. Salisbury just expanded from DelMar up to Seaford, because of an increase in growth in that corridor there and we've talked to the County about developing an MPO; but they're not very receptive to the idea at this time.

Barry Goodinson: I guess it sounds a little odd, with the County having 203,000 people in it and it's reaching up to Seaford; but there's not more than 50,000 in this particular area, it just sounds odd.

Bobbie Guyer: Right.

Hal Godwin: You need 50,000 in an area.

Bobbie Guyer: In a concentrated area.

Barry Goodinson: Oh, in a specific area.

Hal Godwin: Yes, when you have 50,000, you're around Seaford, which is not like the 2,000 people around Rehoboth. It can't be just county-wide, it has to be in a given demographic.

Bobbie Guyer: And Milford is covered, even the Sussex County part of Milford and the Dover, Kent MPO Planning Process. That doesn't guarantee you get anymore money, but it's just another filter and another advocate for projects for you; but again, the County does do a presentation to the Council on Transportation every year and they develop their list of projects and priorities and they present them to the State. It's something that working with the County to make sure that any of the projects that come out of this plan, will get forwarded, hopefully, into that process.

Barry Goodinson: So, if I hear what you're saying is and tell me if this is correct, or not. I'm not really sure. Just for examples, Rails to Trails could not happen for 10, 15 years, then?

Bobbie Guyer: Probably not.

Barry Goodinson: Okay. How do we find out exactly how the money is divvied out and how we can possibly prepare ourselves to have a cutting edge advantage on some of this growth; the early numbers that you've put up there, is it's exploding all around us in the next so many years?

Bobbie Guyer: It is. Sussex County with 50% of the growth for the whole State and I'm going to give you an example. Up in New Castle County, a lot of the growth is happening around where the new 301 is proposed, in that area there. But those are all bedroom communities for people working in Wilmington, or even in Philadelphia. Kent County, I don't see a whole lot of growth; so most of it's going to be in New Castle County or Sussex County. We just went through the recession and I think a lot of the plans that were in the works before the recession, were put on hold; so I always say it

gives us a grace period to catch up, to what's coming; because if you look at where people live, the demographic which is aging, which is the baby boomers that are retiring. As soon as they can sell their house in Philadelphia or in New Jersey, they're going to move down here, because of taxes and because of the quality of life. So you have to think about that in your growth plan. Think of what the demographic is going to be and think about how best to accommodate them and how to make it work for the Town of Milton, to preserve everything that you want to preserve, but yet recognize that growth is coming. It's just a matter of time.

Barry Goodinson: I guess what I see is a huge disconnect. We're going to have all this growth; these are great ideas, especially the ones you're presenting and then the folks are presenting even more in-depth ideas to help connect that, but it doesn't sound like any of it is really going to happen.

Bobbie Guyer: You mean the transportation improvements?

Barry Goodinson: Yes.

Bobbie Guyer: And that's one of the things, as I said before, that we identified in our long-range transportation plan.

Barry Goodinson: If the State sees these numbers growing at such a rapid rate, why wouldn't they focus in this area and make it right, this time, like a few folks brought up earlier? These are your numbers; these are the State's numbers. I guess I just don't understand it. It just doesn't make any sense to me.

Bobbie Guyer: Coming from a statewide perspective, while there's a lot of growth going to happen down here...

Barry Goodinson: 50%.

Bobbie Guyer: There's still... 50% right. There's still a lot of capacity here, unlike some areas up in New Castle County where most of your population is. Right now the I-495 corridor is shut down. That's a major.

Barry Goodinson: I get it. I read it in the paper.

Bobbie Guyer: And there's other things happening, like the 301 corridor for truck traffic. It's a part of what we do and that's why we need these plans to approach it more holistically than just piecemeal, one development at a time.

Lynn Ekelund: If I could jump for just one quick second, just on what Mark **(I thought that was Barry)** is saying. Earlier in the presentation when we were talking about Rails to Trails you talked about the Georgetown Rails to Trails and said, that we can plan something similar to that; but are you saying that we can plan it, but there's no chance in hell that we're going to get the money? Are you saying just go ahead and put it in the plan, or no, that it's just not going to happen?

Bobbie Guyer: There are different ways to fund it. The Georgetown-Lewes Rails to Trails it's probably going to take 20 years to develop that whole project.

Lynn Ekelund: We've got a third of ours that is completed; we only have 2/3 left to get.

Dorothy Morris, State Planning Office: If there's anyone in this room that doesn't know this, most of you probably do, the State doesn't control land use. We pay for the infrastructure, but the towns and the county's control the land use. So it is very hard when the towns or the county's approve a project on a Monday or a Tuesday night at a Council Meeting and then the State learns of it and has to fix the roads. We're trying to do a better job, but to get to your questions and comments; the more we plan together,

the better chances we have in this area, of getting the money, because as Bobbie said, from a State perspective, we know how important it is to put the money in Sussex County, but as a State perspective it has to go across the State, because there are issues in other areas.

Lynn Ekelund: So your suggestion then would be, since this is a doable project, to go ahead and put it in our Comprehensive Plan and hope that we can work with you, because it's there and get it done.

Dorothy Morris: Absolutely, when you identify it in your plan, when you pick a TID or a Master Plan area, it allows everyone in the State to know what you want to do with that area, so it gives us more... if the money's not there, obviously we can't give it to you. I'm not here to tell you if you do this, you're going to get the money; but it gives us more insight on what's coming and what you want to do and that way, when money is available, then DelDOT knows that you're looking at this Rails to Trails and maybe they can help you. Bobbie, correct me if I'm wrong, there's grants out there sometimes; there's Federal money's out there sometimes; and we can put it where it's being planned for. The Governor right now is looking at the Downtown Development Districts which would need to be a district plan for your downtown, but it will put money's into your downtown for economic and housing resources that maybe aren't there now. But again, it starts with the Plan. The State has to know what you want to do, so we know where to best spend our money.

Lynn Ekelund: Thank you.

Bobbie Guyer: Just to put it in perspective, like the Milford River Walk. I think that was what 12 phases of funding for the projects, so they broke it up into little chunks and that's what we're doing with the Georgetown-Lewes. I don't want to say that nothing would happen here, it's just that it's competing for money with different... Georgetown-Lewes has been in the plans now for well, for at least 10 years that I know of; that this is what's going to happen. I think most of it's going to occur as development happens, along Route 9, or along where the rail line goes, especially between Lewes and probably Harbeson and it's going to be very difficult to get into Georgetown. There are transportation enhancement grants. There's going to be other funding available to do these smaller projects, but again, if they're not identified in the Plan, it's very hard to get funding or to find out what kind of funding we can use to do some of these things.

Lynn Ekelund: Got it. Thank you. I appreciate that.

Don Post, 311 Behringer Avenue: I just wanted to say that we do have a Rails to Trails here in Milton and it was about 5, 6 years ago and we got \$1 million for it.

Lynn Ekelund: That was the first phase, wasn't it Don?

Don Post: That was the first phase, but we do have Rails to Trails, so just remember that. I think it's in the Comprehensive Plan and it was supposed to go out to Wagamon's Pond, out to Lavinia Street; so it was just at the first phase; but the second... Really I think we did the second, short phase and I don't know if Cliff did that when he was Mayor or not.

Lynn Ekelund: I don't think he did.

Don Post: That early, early part before you get to the train trestle...

Bobbie Guyer: Is that the Mulberry Street project?

Don Post: No, no, no. It starts on Chestnut Street. It goes behind Angerstein's and then it comes over to Federal Street and I think there was a little bit of the component from



Federal Street over towards Wagamon's. But what you have beyond that, and I've walked it, is the train trestles, which is beautiful. It would be great if it ever happens and we did get rid of the trains that used to sit over on Wagamon's and they tore up the piece on Lavinia, so they can't do anything there, so there is that whole... It's here.

Lynn Ekelund: And wasn't the part, not the first part behind Angerstein's, but wasn't it remediated up to Wagamon's?

Don Post: Yes, you're absolutely right. That was costly. That's where \$400,000 came in, because of the oil residue from the trains, on the tracks and all; we had to have all that cleaned up and it was very, very costly.

Lynn Ekelund: I remember that. I'm glad we did it. So I think we're ready, as far as the remediation goes for Phase 2.

Don Post: Absolutely.

Bobbie Guyer: And that's one of the things you can bring out in the plan and we'll work with you through our Transportation Enhancement Program; because I know we did Mulberry Street with TE funds and did all those renovations, the sidewalk renovations...

Lynn Ekelund: Rails to Trails is just near and dear to my heart. Let's put it in the plan, guys.

Ted Kanakos: Excuse me. A quick observation. I walk the rails behind Wagamon's recently, and it seems that every single piece of common land, where the rails are, has been commandeered by the homeowner's; in other words, they've simply extended their property to the center of the tracks; they each get about 12' or 15' and they have landscaped it, for the most part, beautifully. I don't know what type of conflict this is going to come to in 10 or 15 years with somebody using the land and then...

Bobbie Guyer: This property... who owned the rail line? I'm not sure. Do you know Mr. Post?

Don Post: No, I do not.

Bobbie Guyer: Because the State actually owns the right-of-way for the rail line into Lewes, so that's why we can do it without buying right-of-way; but believe me we have a lot of encroachment on our right-of-way. In fact, a lot of people are upset with us because they have to move gardens and retaining walls and all kinds of pretty things.

Ted Kanakos: But we're thinking that they have at least 20 years?

Bobbie Guyer: For what?

Ted Kanakos: To commandeer the gardens... The trees are going to be quite mature by the time that we show up.

Bobbie Guyer: For real. It happens quick.

Jim Welu, of unknown addresses these days: I'd like to get back to Mark's point about, where's the money? How do we know that there's going to be money for any of these projects. I didn't read through the 2010 Comprehensive Plan, but I suspect that Chestnut Street sidewalks was a major item in there and this is four years later. I have a question that our guest Mayor may not know the answer to, but I'm sure all of you have driven down Cave Neck Road over the last six months. I've never had a problem with Cave Neck Road. I would like to know, how much money the State has spent on Cave Neck Road since last Saturday? Because they've repaved at least half of Cave Neck Road, for what known reason, I don't know. There's money in the Milton area. It could have taken care of our sidewalks, it could have taken care of probably a walkway from Wagamon's,



along Lavinia, past Lynn Rogers' sign company. I mean, I'm not sure all that money is spent on Cave Neck Road. I use it all the time. Never had a problem with it. As long as I'm up here, I have two... one suggestion and one question. With regard to this shopping center and I know that this is off in the future, but it could be very soon and have an impact. DelDOT has agreed to allow a temporary traffic signal at Cave Neck intersection, paid for by the developer, if needed, in order not to hold up construction. I would suggest, that if the County does approve this 800,000 square foot Town Center, that they require the developer to immediately fund that traffic signal. It has nothing to do with construction, just fund it. That should be a requirement if they get approval by the County. My question now, it says during the State Agency review of the proposed shopping center, DelDOT official's required the developer to conduct a traffic impact study, to determine the effect of the center on 15 intersections in this area. I would like you to provide you to this Planning and Zoning Commission, that study. I would like to see whether any of these intersections actually affect Milton, or if they're up and down Route 1, because this center will have a major impact on traffic in Milton; of all the people from the north and the west, coming to get onto Cave Neck Road; they're going to have to come through Milton and it's going to have a major impact on this Town and I think we need to look at that. So if you could get DelDOT to provide that study to this Commission, then they could provide it to the citizens and we can see what in the world is going on. Thank you.

Bobbie Guyer: You're welcome. To finish up here, quick; problem areas, again; working with the County to identify where it is that you want to prioritize projects and where they need to go; what are the long term needs; short term needs; how can we do things short term to make getting around Milton a little bit easier. Then, looking at how you're going to implement the plan, again, working with the County and DelDOT and the land use decisions, do affect what happens to the transportation system, so that's why it's so important for everybody to be on the same page. Looking at areas, I know part of north of Milton is in AgPreservation now, but I believe it's only for an easement for 10 years, so that land is going to develop. Some of the Smart Growth Principles that we can expand upon later, but one of the things that the State Office of Planning encourages and it's in State Code or it's a Regulation. I forget. It's an Executive Order that all State money should be put towards the municipalities, or a Level One area first and then to the surrounding, developing areas second, third would be some of the suburban areas and fourth and probably never gets spent, is in the rural areas. Complete communities. There have been several models throughout the State on how to develop a complete community; maintaining your sense of place; we talked about the Broadkill and what can be done to enhance that feature, within the community; some of your architectural elements that you have here; to make sure that you just retain the same character that everyone loves in Milton. Again, encouraging dialogue, not only with this group, but also other stakeholders within the community. The TID again, preservation of open space, mix of land uses, a lot of what we propose is using residential, with some commercial space in some areas. This way you have all the land uses that you need for a community. Different housing opportunities and choices. Again, a lot of people are moving here; they're not looking for a half acre or larger lots; some are, but like myself, I'm not. I'm done with yard work and I think a lot of people that are retiring are getting

away from those housing choices. Creating walkable neighborhoods and we've been talking about that a lot; the Governor and throughout the State, how do we make our neighborhoods more walkable? Again, providing a choice of transportation. That's all I have. So are there any other questions?

Councilman Collier: Okay I actually have a question and maybe a comment. First thing, my question is, Milton is like other... and you can correct me if I'm wrong, Milton is like most other municipalities and they maintain an agreement with the Department of Transportation, as to what the Department of Transportation maintains within their borders and generally speaking, in Milton, it would cover Union and Federal, which is Route 5; 16 which is on one side of the Broadkill Road; Milton Ellendale Highway on the other side; Mulberry Street; Wharton Street; a portion of Front Street; Atlantic Street; and Cave Neck Road on out and anyhow they maintain this agreement and essentially the scope of that agreement is it defines what they maintain, which in most cases is curb to curb. So, in order for a community like Milton to pursue the Department of Transportation to do improvements other than what's between the curb lines, that's where the Transportation Enhancement Grants come into play and much how Mulberry Street got sidewalks. I think it's important that this Commission and the people working on the Comprehensive Plan understand that, that it's not a wide open thing, where it's DelDOT's street; fix my sidewalk. One gentleman mentioned Chestnut Street. Only a portion of Chestnut Street is under DelDOT's maintenance and it's actually the portion that's outside of the town limits. So, it becomes, they have a shot there at something, but again it's curb to curb.

Bobbie Guyer: And just to follow up on that, because it's something we've been talking about, the maintenance of sidewalks, once they go in and some municipalities have ordinances that cover that the adjoining property owner is responsible for maintaining that sidewalk, but if it is a State-maintained road, essentially if push comes to shove, the State is responsible, so this past year with all the snowstorms we had, we employed a lot of people to clear sidewalks throughout the State. It's a very expensive proposition and it's one of those things when we have Transportation Enhancement Projects, we try to get maintenance agreements, whether with the municipality, or with other organizations to take care of those.

Councilman Collier: I would argue that with you in the Town of Milton, because we recently identified a sidewalk problem, with a sidewalk abutting the State's bridge, where it has settled and now we have a tripping hazard and the State basically pointed out to us that we have a town agreement and it's your problem. So, that's not always true and as far as the sidewalk clearing project, being as I travel the State up and down, the only place I saw that occurring with any regularity, was at New Castle County.

Bobbie Guyer: It happened in Dover, too, I know that.

Councilman Collier: It may have and as I say with any apparent regularity, I saw it in New Castle County. Alright, but I just wanted to clarify that there is an agreement with the town regarding the streets that pass through that are State-maintained and what the limits of the State considers their responsibility.

Bobbie Guyer: What a lot of people don't understand, especially if you are from out of the areas, the Department of Transportation actually is responsible for over 90% of the roads, within Delaware. That's not the case in a lot of other states.

Councilman Collier: We don't have any County maintenance responsibilities on roads and everything else. You go right across the line into Maryland and every County has some responsibility towards the roads, as well as the State and I understand that. Thank you very much for clarifying that.

Bobbie Guyer: Thank you.

Jeff Dailey, 211 Gristmill: On Enhancement Projects and grant money, etc., I've heard nothing said about signage and I believe that DelDOT is responsible, especially for speed limit signs. If you're approaching our town from the north, we go from 50 mph, I believe out at Reynolds Pond and the first 35 mph speed limit sign appears at our Food Lion Shopping Center. There are no...

Unidentified Speaker: Not correct.

Jeff Dailey: Not correct? One further out?

Ted Kanakos: Just before the Baker Petroleum.

Jeff Dailey: Okay, Chief Phillips and I are going to take a look see and see where they might go, but my question is, when you're approaching a town, you see, especially in Greenwood, traveling south on Route 13, the warning signs, that you're coming up on a 45 mph zone; then you're coming up on a 35 mph zone, etc. That kind of signage, quality of life issues, safety issues and also an awareness that one is coming to a Town, which is a translation from a speed limit sign into perhaps dollars coming into retail in Milton. So I'd like to know about that and also signage that might direct folks to our Historic District and other assets that our Town has.

Bobbie Guyer: I think I responded to that at the last meeting I was at. We need to get a list of the signs that you want, but the Town has to pay for them. So if you can get that list to me or to Hal and I'll make sure I'll get you...

Lynn Ekelund: Mr. Donnan have you been dealing with that?

Alex Donnan: Yes.

Jeff Dailey: Thank you very much Ms. Guyer.

Bobbie Guyer: You're welcome. I want to thank you and I hope this isn't the last meeting I'm at and I think once you decide some of the direction that you want to go, we can come back and give you further presentation on some of the things that we can do to help you through some of these complex issues. I'm available. Hal knows how to get ahold of me. Thank you.

Lynn Ekelund: Thank you very much.

James Wagner, 409 Federal Street: I was wondering if your slides are available electronically?

Bobbie Guyer: Yes, I will send them to Hal and he can get them out to you. I have a copy here, if you'd like to have it tonight? It's up to you.

James Wagner: Sure.

Bobbie Guyer: And I could send it, if you'd like.

Jim Welu: One more comment. I presume we're going into Core Values. Before we go to Core Values, I would just like to make one comment about a point Ted made earlier with regard to the proposal that if the 800,000 square foot development is made, that the first recommendation would be that the sewerage goes to the Milton Treatment Plant. I think that might be a good thing for Milton, because the Milton treatment plant, if they get that much more sewerage, won't be in Milton; it would have to be someplace outside the

town, because they cannot produce any more sewerage in this town.

Lynn Ekelund: Thank you. Anything else on DelDOT? Mr. Howard.

Bob Howard, 217 Chandler Street: This is not a DelDOT question. It's a process question, but it relates to DelDOT. I guess I'm curious as to how the Committee or the compilers of the Plan are going to handle recommendations and comments and is there a place that written comments could be submitted. I've been familiar with public participation processes before, where action items are submitted by a form, or submitted some way or other and tracked and they're dispositioned in some way; they don't necessarily have to be accepted, but if they're not accepted the people who submitted them are told that they're not being accepted, or for whatever reason; or if they are being accepted, how they are or if they've been modified or whatever. It seems to me it would be helpful to all the people who are willing to take the time to participate in this process, that they have a way to submit comments, other than standing up here and verbally giving them and having them recorded, I guess; but I don't know how that transcription works and then, if there were some way they could know how their recommendation was dispositioned. Thank you.

Lynn Ekelund: At this point, Bob, and I'm just speaking off the cuff here; we're sort of feeling our way as far as the process. One thing that I've been doing, just sort of on the side and hopefully I'll have a draft to submit to fellow Commissioners and then we can discuss it at another meeting, is a survey that would go out to everyone; which would include not only yes, no, maybe so questions, but also do you have comments on particular areas or anything else. So I'm thinking maybe it could be handled that way, but as far as do we have anything etched in stone, in mind, right now? No, because we're just starting out, but it is something that I agree you shouldn't have to take your time and come in just to ask one question, but it has to be a process that applies to everybody. We can't just have certain people like Barry has a couple of comments. I have some questions from people and the way it's been set up is that people come in and they ask their questions. I think we have to have something that's a bit more expansive. We have been discussing that, but we don't have anything yet, but we do hear you loud and clear.

Barry Goodinson: That's a concern that I've had. I was kind of hoping that this process would be a little bit more laid out before we found ourselves in it, but we've found ourselves in it, before we've gotten it figured out. For example, I was hoping that tonight we would be able to pose questions and just have people start answering the questions. What I'm hoping we could see is markers and paper and writing stuff down and something that's a little less of this big desk up here with name tags and something a little bit more organic and rolling our sleeves up and so, that's what I'm hoping that we can move toward. I agree, Lynn has been talking about doing some type of survey, whether it be a written survey, a survey monkey, which is an online tool that people can use, that if you're comfortable with that, you can send ideas in; but we need to have a process. Honestly one of the challenges we have is the town is doing this not even on a shoestring, on a thread. We just don't have the resources to put into this process, so we're trying to do it as best we can with the resources that we have. I would love to hear from folks here in terms of if you've gone through this process before, what mechanisms work; what makes sense to this community in terms of providing information to us, because I don't want us to be in a situation where we're scratching our heads trying to

remember what happened at a particular meeting and what ideas were brought up and then how do we translate that into a plan?

Sue Toccafondi, 103 Isle Lane, Wagon's West Shores: I'm wondering why are we doing this on such a shoestring then? If you're saying that we could do a much better job if we put a little money into it, we need to talk to our townspeople to do that, right? To put some money into it. Let's do it right, while we're doing it and make it effective, make it mean something. We can have meeting after meeting and make comments and nothing substantial is going to happen. Let's put a little money into it.

Jeff Dailey, 211 Gristmill Drive: I think with all due respect to the Godwin's, I and others have asked that we have a Planner on board, or at least introduced. The Mayor has mentioned that we have access to a Planner through Pennoni and I would urge, that at a very next meeting we have this gentleman come forward and talk to us. Right out of Ms. Guyer's PowerPoint, there was one slide that gave mandates. I don't know that we have a Mission Statement yet, for this Comprehensive Planning Process, but the slide said foster development in or around existing Level One and that's addressing monies and how they'll be channeled. Apply complete communities model. Encourage communities with character and sense of place. That, to my heart, speaks directly to Milton. That could be incorporated into a guiding principle or mission statement for this process. Encourage dialogue between community stakeholders and that goes without saying, so that would be my 2¢ worth on that. Thank you.

Jim Welu: 3¢ worth. I think it would be very helpful if there was some type of a summary of these meetings, of the comments that people have made and that the Commissioner's have made, so there could be some kind of a historic perspective on it and I suggest also that if various Commissioner's are approached by individuals with questions and ideas, that should be incorporated into some type of a set of minutes, as well, so that they're not just between me or some other individual or Commissioner, but then gets shared with the entire community.

Dorothy Morris, State Planning Office: I just wanted to let you know that the survey is definitely the right track. Having been through this with many towns, most towns send a survey out first and then set their agendas from what people give back on the survey. Many people that won't come to a public meeting because of children or jobs or life events, will fill out a survey and send it back in, for what's important to them. So that's a very good starting point and something that I agree you guys should do.

Ted Kanakos: Excuse me. I understand we have a budget of \$10,000 for our Comprehensive Plan? Is this true?

Robin Davis: Correct. This year's.

Ted Kanakos: This year's, okay. Do we also have an interactive website for people to get on the website and comment, after reading the minutes, let's say of this meeting, on the website, which it gets put on?

Robin Davis: Not through the Town. It was something the Town... I won't say, don't want to get involved in, but if you start getting into individual comments, then the comments you receive you are making suggestions and stuff that are not coming to a public meeting. So you just don't want individual comments floated out and about that are not something that is brought in where the Commissioners can, as a whole, speak to them.



Barry Goodinson: Is that a FOIA issue? Why is that?

Robin Davis: It could turn into that when you start getting to members speaking individually and as small groups, to individual resident's, to get away from the requirements of an open, public meeting; where Commission members are speaking to a group of some individuals; that the other resident's are not privy to and the same thing as the other Commission members are not privy to.

James Wagner, 409 Federal Street: I believe you can set up a list so that everybody can see everybody's comments, so that they would be changed, basically.

Barry Goodinson: I wasn't sure. Did you answer the question regarding the minutes, or what's being recorded?

Robin Davis: The minutes are all being typed and once they are approved, they will be put on the website. Just like the other minutes.

Barry Goodinson: Okay, thank you.

Lynn Ekelund: Robin, am I correct that there's a problem with the transcriptionist, that she's had some form of a medical problem so there seems to be quite a back log on our minutes.

Robin Davis: There is a delay. Yes. But they're starting back with the process again, yes.

Lynn Ekelund: Okay, thanks. Sorry, I had to leave the room to ask Bobbie a question. Where are we?

Barry Goodinson: We're discussing process. What's the best way to capture the ideas of the community and consensus as it emerges and then turn that into a plan? What mechanism makes sense for this community for us to do that? Right now, we don't have minutes from the last meetings; we don't have a synopsis where we can say at the last meeting these are the things that were discussed and these are the action items. We don't currently have that process, that mechanism. So how do we move this process along operationally, capturing the information that folks are bringing to us? And people are talking about a website and maybe having some type of forum, electronically. Robin mentioned that there might be some concerns about fragmented conversations, but then if it's all transparent, then it really wouldn't necessarily be fragmented and I was asking the question if there was a FOIA issue there.

Lynn Ekelund: Are you talking about in the form of a blog and I'm not a tech person at all, but like NewsZap used to be; where you put your comments up and everyone... it's just like a free for all type thing; because I frankly don't see a lot of productivity there? I can see it if maybe, if we're going to and Barry has put in an awful lot of work in putting together an agenda for I don't know how many meetings; maybe we could have something if the next meeting is going to be on the riverfront and we knew that ahead of time; maybe we could get somehow... I hate to say everybody submit something, because we'll be here until next Tuesday, reading your comments out. That's the hard thing. I'm afraid of a blog, just an open-ended, because then we're going to get everybody talking about strawberries and toenails and whatever. It might be amusing, but it won't be that productive.

Barry Goodinson: I think if you've got a topic and we can pose some fairly open-ended questions related to that topic, I suspect certain themes are going to emerge.

Lynn Ekelund: That's what I'm thinking, if we could do something, if your next topic is the river; if we could get everybody a week beforehand to get their comments in or what



they would like to hear, or what type of speaker they'd like to hear from; that might be something that would at least get us all on the right track. Excuse me, did you have a comment?

Pat Pomposelli, 109 Heritage Boulevard: I think the survey is an excellent idea. It would give everybody a chance to put in their input. The one big problem is, is anybody going to really read it and go over it? The other thing is...

Lynn Ekelund: Yes.

Pat Pomposelli: The other thing is, I think people need to be prepared for these meetings. The reason why a lot of people do not come to these meetings, is not so much because they're working or they have kids, they don't come to the meetings because they virtually are non-productive. You come to the meeting and you sit and we're here because we thought we were going to get some answers to things. We got answers to nothing. So a survey would be good, if people are going to read it. A summary of what goes on to the meetings, would also be a good idea and you don't have to even be that specific, but just a summary that touches on some of the things that were discussed, so that people that aren't able to be at the meetings, have an idea of what's going on. I mean, we have a nice little town here and most of us have come here for the simple reason because it is a nice little town and there are things that should be taken care of. We've got two blocks of a town. It really shouldn't be that difficult to be able to bring two blocks together and to bring back what he had. I know it takes money. I know it takes resources, but there is money available, like we said before between State and Federal money. There are ways to go around to try to find things and some of the rumors that have gone around where people have tried to get into businesses in town; they got such a hassle over what they could do and what they couldn't do; that they just walked away from it. I don't know if that's true or if it's not true, but there's nothing in Town. I mean the theater opened up and I sincerely hope that it is as successful as they would like it to be. We definitely need it. We are getting another restaurant that's down there, which is good. But we need to fill up the rest of the stores and I don't see where anybody; I'm here a year in January, so I'm here a year and a half. I don't see where anybody has really put any big push into anything. The Town is not what it's... If you go on the website and you read the website and you look at the website, the Town of Milton is beautiful and it can be; but it's not. So I think if you do a survey, I think that would be at least a step in the right direction.

Lynn Ekelund: Thank you and I do plan to do a survey, if everyone agrees and I'll get a draft out to everybody by Friday or Saturday.

Linda Edelen: Dorothy is saying that towns do surveys all the time. Don't you have them available for us?

Dorothy Morris: Yes. I may be able to find some for you that I can send you, that other towns have done. I'll check with the other Planner's in the office.

Lynn Ekelund: Excellent.

Dorothy Morris: Just to add a little bit of advice. First of all, I'm not from Milton, so I just want you to know, I'm here, strictly as State Planning; but to offer some advice, the Comprehensive Plan cannot fix all of your problems. So my advice to you would be to start with the survey; get the important things and I understand on a survey, people are going to say that they don't like their neighbor's dog; that's understandable, that's in any

town, it's going to happen.

Lynn Ekelund: Should I scratch that question?

Dorothy Morris: That is going to start getting some themes together for what's important to the citizens, what's important to the town. As I said, Delaware Code gives you specific things that you have to address in the Plan, but you also have room for some recommendations; but again they're not recommendations to necessarily do a dog ordinance, because you don't like your neighbor's dog; it's the larger things. So if you start with the survey and then work down to the small themes and then I think you'll eventually see that you'll get to a very focused group of questions and comments and issues that you want to address in the Comprehensive Plan. That's just my opinion, from seeing many other towns go through this. It sounds now, because this is the beginning, that there's a lot of issues and maybe some of them don't go here, but you'll find as you go through this process, maybe some of them don't go in the Plan, but maybe there's a different way you can address them. Thank you.

Lynn Ekelund: Thank you.

Don Post, 311 Behringer: I just want to say I think the survey is a great way to go, but I also think you've got your topics right here, so I think there's a lot of areas... It's great, you can look at other towns, but I always, truly believed, Milton is Milton. So I think you've got it right here, because some towns might not have a Town Center. Some might not have a Historic District, some might not have a river. I think your topics are great. I don't who did this, but I think it's excellent.

Lynn Ekelund: Don, Barry did that.

Don Post: I think it's spot on.

Lynn Ekelund: Exclusively. As he was doing that, I've been working on the survey and the survey is pretty much... certain things are common to everybody, but most of the survey questions, while I would appreciate seeing anything that you'd like to send, if I'm going to commit to get it to everybody by Friday, it's mostly done.

Don Post: And your answers you can lump [together]. That's how I've done it in strategic planning processes and you start pulling them together, that are like answers, that you can kind of merge together, then you can see it kind of transforming as it goes.

Lynn Ekelund: Exactly. And I've been dusting off statistics 101 and 102.

Jeff Dailey, 211 Gristmill Drive: Surveys can drive all kinds of results. You can get specific ideas, but just like the Milton Plans, you can also use a survey to generate a Mission Statement and I think we need an overarching Mission Statement. Mission Statements, if they're good, everything that is done by an institution or a business can be tracked right back into that Mission Statement and if we can do that, as a Town, we can be as unique as our Town is.

Barry Goodinson: I agree. The hope initially was to have the Core Values discussion at the first meeting, so we could talk about what it is that's important about Milton; what brings us all here; what keeps us here; what gives us hope for this Town; and just come up with a Core Values and a Mission Statement. Just because of Planning, we had opportunities to have Bobbie here tonight, so that moved transportation to this evening and then the guy last time was available, so we plugged those in, so the third conversation really should have been the first conversation, about Core Values.

Jeff Dailey: And Mr. Goodinson and to the Godwin's, maybe when we have that Core

Values discussion and we go through the survey results, that would be the time to bring on board the Planner; acquaint him with everything we're aiming for, in advance of his coming, the Pennoni Planner and get his input. So that would be my suggestion. Thank you.

Ed Harris, 305 Behringer: I just want to say I missed the last meeting and it appears to me what I hear from the audience, a lot of the resident's, is a common thread that's running through and it has to do with esthetics, the way the Town looks. I'm looking at your topics and really almost every single one of them has to do with esthetics; whether it's transportation, the gateways to the Town, proper signage, proper sidewalks, proper lighting, keeping with the historic heritage of the Town. What I'm hoping through this Comprehensive Plan is that the Town will come up with a book of ethics or esthetics or standards, so in the future when we have a different Mayor, different Council, different Planning and Zoning, that there won't be any questions for Town Employees who are left to make decisions that they shouldn't be making, or Town Council people who really aren't qualified to make decisions; they can go to a book and there's a standard; a standard as far as outbuildings; standard as far as fencing; standard as far as lighting; standard as far as signage. That way it would eliminate a lot of the problems in the future of knowing what to do and leaving it up to one person's interpretation of what's right for the Town and what's wrong for the Town. As I said, I think we really need to take a look and what's really important, I think to a lot of resident's, is esthetics. That's what is going to attract people to this Town, the way the town looks, the way we present ourselves; whether it's proper signage; proper advertising; proper streetlighting and it really is important.

Ted Kanakos: Real quick. Don't we have a lot of that in our Ordinances, as far as the scope of what things... I mean, we have size of signs, what they can be made of, what can be lit?

Ed Harris: Well clearly that hasn't worked.

Ted Kanakos: Well I mean, but we do have a lot of Ordinances; maybe they just have to be tweaked and modernized and brought up to certain standards. I know we have wonderful brick sidewalks, but there's not one mention of maintaining them or how they should go forward. I proposed something a long time ago and nothing ever happened, but they have to be updated.

Ed Harris: A lot of that is enforcement.

Ted Kanakos: Yes.

Barbara Wagner, 409 Federal Street: The National Register of Historic District here in the Town of Milton already is required to use the Secretary of the Interior's Standards. These are very detailed. There's technical support on the website. They're certainly available to the Town, to resident's. We need to develop a communication tool that allows them to be distributed within the Town; then we have to be able to actually implement them and also stay with them. For example, the National Guidelines say that the presentation to the street, of a building, should not be changed from it's historic presentation. We've just had a major change at Irish Eyes, where the plate glass windows have been replaced with a window that doesn't stay within the character of the building, as it was designed and as it has been for years and years. We have Standards. We need to implement them. We need to make certain that they are always implemented in a

consistent manner. There's even money from the State Historic Preservation Office and for next year, we may want to use that money to develop our Guidelines and Standards for the Town.

Lynn Ekelund: Just to be clear for me, these are Standards and Regulations for Historic Districts.

Barbara Wagner: They are.

Lynn Ekelund: So that's all that you're talking about.

Barbara Wagner: I'm talking about for the District.

Lynn Ekelund: Just the Historic District.

Barbara Wagner: But, we have multiple historic buildings within in the Town. It could be our Town's decision to use these standards throughout the Town.

Lynn Ekelund: Okay.

Ted Kanakos: I understand what you're saying, but Guidelines are basically just recommendations, especially with the groups that you mentioned. I know my house is on the Register. I called the Rhode Island Historical Society to make sure that I got the right color for my home, but I could paint it any color I want it. These are suggestions.

Barbara Wagner: They're suggestions to a degree, but when you come to doing architectural changes, they have to go before the Historic Preservation Commission and the Commission should be implementing the Standards in a consistent way and giving consistent responses to requests from the resident's.

Ted Kanakos: I was on the Historic Preservation Commission just before I was here. We have none of that. I don't think anyone on there is... I worked for 19 years for the New York City Restoration Group and basically, no one on that Commission, even when I was on it, knew the difference between a newel post and a window. It was just to meet building specifications; that was it. More important than double-paned windows to save on energy, rather than what they looked like. That's totally lacking. We don't have the esthetics of a preservation committee and I always found that very interesting.

Barbara Wagner: So maybe we need to change.

Lynn Ekelund: Don't you have a meeting scheduled for specifically the Historic District?

Barry Goodinson: We do. Yes.

Ted Kanakos: I think one of the problems is that it's very difficult to not only write the Standards, but to get the people on the Committee's. I know people go on and off Committee's often, even in the Historic Preservation Commission, you have to have so many that live in the Historic District and sometimes these people aren't available; or they don't know about these things and some people that do, are just specifically shunned and not even asked to participate.

Barbara Wagner: That could be. They could be specifically shunned.

Ted Kanakos: I've seen that over the years. I've been here 13 years. I know what you're saying. I agree with you, but most people don't know what the Rules and Regulations are.

Lynn Ekelund: Just to jump on that, Barbara, when we have and I know Barry's got... I just checked with him, he's got a specific meeting date for the Historic District. That might be something that you might want to really, since you seem to really know what you're talking about, take an eye on that and come prepared with a presentation.

Barbara Wagner: I know. Well, tomorrow night's Historic Preservation Commission

meeting is going to be a discussion of their input into the Comprehensive Plan, so I have an appointment tomorrow with Jesse Benitch at the State Historic Preservation Office and can I ask him to that meeting?

Lynn Ekelund: Absolutely.

Barry Goodinson: Oh, absolutely. Just as a point...

Robin Davis: Just a point I want to make. You cannot ask that gentleman to come to tomorrow night's meeting, because it's not on the agenda.

Barbara Wagner: No, no, no, no. Can I tell him about the date?

Lynn Ekelund: She meant to our Historic...

Robin Davis: I misinterpreted. I just wanted to make sure we didn't...

Barry Goodinson: To expand upon that, what we're hoping to do when we're discussing different topics, so, for example, the historic core of the Town; we really want to make sure we have people in the room who know about Historic Preservation, so if you know people who know Historic Preservation, by all means please invite them. The challenge is we don't know what we don't know and we need to learn what we don't know and find out what it is; the gaps in our knowledge and the only way we're going to do that is to bring people in, to tell us what we don't know. I've made choices about the house that I live in and then after the fact, I realized I made the wrong choice and it was because I didn't know what I didn't know and there was no resource available to me, to say Barry, you may not want to do that. Here are other opportunities available to you, try this, or this, or this, or this, but don't do the thing you're thinking about doing; but we don't have those resources, so if you have access to them, please by all means, bring them.

Barbara Wagner: Okay.

Mark Klippman, 100 Heritage Boulevard: Just on the subject of lighting, we would like to see some additional lights put out on Route 5 between Heritage Creek and I guess the elementary school. It's pitch dark and we like to walk into Town back and forth and it's pretty dangerous right now, so I just wanted to put that forward to you all.

Lynn Ekelund: Thank you. Anyone else?

Barbara Wagner: Just so everybody here knows, in Delaware you're required to have a flash light with you or you can be fined \$104.

Barry Goodinson: It's true.

Lynn Ekelund: Thank you, Barbara.

Ted Kanakos: In the landmark district, can that be a lantern with a candle?

Barbara Wagner: Probably okay.

Lynn Ekelund: Okay, anybody else, on that note? Now when you go home tonight, carry your flashlights or run.

- c. Planning logistics and potential dates for additional public hearings/meetings and possible changes to approved schedule.

Lynn Ekelund: Guys, I think that's pretty much us deciding when we can or cannot meet. You're certainly welcome to stay, but I think that's pretty much what that's designed to be.

Barry Goodinson: So what we're hoping to do is put dates to each of these topics and then publicly post them, so you all can come and give us your input on these specific topics.

Lynn Ekelund: Let me start. I am not available the first two weeks in July, other than that, go for it.

Ted Kanakos: I'm available on all the dates.

Barry Goodinson: Alright. What I did was I plugged in... I looked at our calendar and I plugged dates in here that might or might not work and we have to confirm these.

Jim Welu: Can I make a quick comment. It seems like our next meeting, since I don't think we really had a meeting on Core Values tonight, although we talked about them...

Barry Goodinson: No, that's the next meeting.

Jim Welu: I think we need the next meeting Core Values.

Lynn Ekelund: And that's what's going to happen.

Barry Goodinson: That's the plan.

Jim Welu: Thank you.

Barry Goodinson: Do you guys all have this version that had the dates plugged in, because it also has the regularly scheduled meetings? Let's wait. So we have a meeting on the 17<sup>th</sup> of June. Robin, do we know anything at this point what the agenda is for June 17<sup>th</sup>?

Robin Davis: Right now we have nothing on the agenda and it doesn't look like there's going to be anything either.

Barry Goodinson: Do we want to do Core Values on the 17<sup>th</sup>? It's a regularly scheduled meeting.

Linda Edelen: What about a workshop? Oh, you have to have a survey out by next week?

Lynn Ekelund: No my plan is, I've been working on the survey. I was going to get it out to everyone for comments. Then, I don't know how we're going to implement this survey, because we have no money.

Linda Edelen: We can't send it out in the mail, so...

Ted Kanakos: Can we put it online?

Lynn Ekelund: We can't send it out in the mail, so we've got to figure out a way to do it online.

Barry Goodinson: We can do it online.

Ted Kanakos: Put in online.

Lynn Ekelund: So there's logistics there. I could probably get the thing out to you guys Wednesday.

Ted Kanakos: Can we put a little blurb in the paper...

Mark Quigley: Barry, Survey Monkey, isn't that free.

Barry Goodinson: It's free. Survey Monkey is free. It's easy. I can do it.

Lynn Ekelund: You mean if I got you everything... I'll send everything out to you guys by Wednesday and I'll send everything out and then we can get everybody's comments back and forth. Jocelyn, what I was really looking for help from you, because you're like demo woman; I've been putting some things in... Demographics.

Barry Goodinson: Oh, okay. I was demolition, demonstration...

Lynn Ekelund: She knew what I was saying. Whatever I've got in there, you might have some other, because I'm just doing it as it springs from my mind, so please, it's not NIH. Anything you can think of, toss it back at me.

Jocelyn Godwin: Okay, no problem.



Lynn Ekelund: But, other than that, I was waiting for transportation, because I was waiting to see what everybody else was saying, before I put anything in there. I've just been putting things together based upon the time that I've lived here and the concerns that I know the general population has. I think a lot of it... I also looked at the things that we have to do, that Hal you gave us checks, saying these have to be addressed, so I tried to make sure that they fit in those categories. If I've missed anything, please; I've never done anything like this before, so it's not like I'm going to be upset if you go boy that was dumb.

Linda Edelen: Do you perceive the survey to be specific to the upcoming meeting topic?

Lynn Ekelund: No. No. No. No. I perceive the survey to be general, as far as the Comprehensive Plan. What do you guys... I'm looking at it from Jocelyn... Who are you now and what do you want to be? So we've got to find out who we are and then we've got to find out what we want to be. We know we don't have money to be who we really want to be, but, get what everybody seems to want.

Jocelyn Godwin: That's their priority.

Lynn Ekelund: Exactly and that's pretty much the way I've designed it, so if there's anything that I've left out, I'm not at all pleased...

Jocelyn Godwin: Do you want to just shoot me the draft, like tomorrow and then I can give you any input I can from that?

Lynn Ekelund: Oh yes. That would be excellent. You're really, the way I look at it, the most important because who are we right now? I know that Bobbie gave us a whole bunch of stuff, but we need to know who we are.

Jocelyn Godwin: I can give you help with that.

Lynn Ekelund: I'll work tomorrow, because as I said, I've been working on it ever since Barry gave me the little let's get going, Lynn. I've been working on it. I just have a little thing on transportation that I wasn't quite sure what to do and then I'll get it out to all of you guys for comments, hopefully by Wednesday.

Linda Edelen: Would it be profitable to use the 17<sup>th</sup> to work with the survey, finish it up; the 17<sup>th</sup> is...

Barry Goodinson: That's next week, isn't it?

Linda Edelen: I can't do my math, but it's close.

Barry Goodinson: It's close.

Linda Edelen: Talk about process a little bit more, sort of fine tune stuff.

Barry Goodinson: I think that probably makes sense.

Lynn Ekelund: I agree.

Barry Goodinson: The piece that we haven't pinned down is eliciting comments and then how do we absorb them and turn them into things we can use?

Lynn Ekelund: And as Bob Howard said, how do we get back to people, to say this is what we're doing. This is what we're not and this is why we're not considering your comment. I don't think we have to be niggly picking, but I think we have to let people know that we're accepting their comments and we're responding, or we're not because.

Barry Goodinson: And the timing of that works perfectly, because we're having a meeting with Kristy on the 19<sup>th</sup> to talk about how can we use the website for this process? So that would be kind of a helpful... I don't know if I fully understand it. I think the platform folks, if they would help us. The platform for the website the town uses, is

something that the State has and makes available and then the towns across the state...

Robin Davis: Yes.

Barry Goodinson: So it's an architecture of that is set and then it's just used by the towns. Currently if you look at the Comprehensive Plan tab on the website now, there's nothing there.

Lynn Ekelund: I did look.

Barry Goodinson: So all the Comprehensive Plan stuff right now is being stuck under Planning and Zoning, rather than the Comprehensive Plan and I don't know if that website would allow for us to do the type of substantive reporting and data collecting or soliciting of information that we have in mind and if not, is there an opportunity for us to create a website that looks like it's the Town's website, but it just isn't encumbered by the architecture of the State's.

Lynn Ekelund: After I talked to you and I'd never heard of that, is it Survey Monkey and I looked it up and I did, I changed some of my questions because I went, oh, I want to make sure that they can compile results based on the way I'm asking questions, so I looked at some other surveys that they had done and we wouldn't need the Town... or would we need the Town website for Survey Monkey?

Barry Goodinson: There are two ways of doing it, you can send the link out in an email to the Survey Monkey, so it comes to you as an email, you click on it, you pull it up and you answer the questions and you just hit submit and if we were to all take the survey, all of the information would go to our Survey Monkey account and you can look at the information in different ways. It's really pretty interesting. The other way you can do it too, in addition to sending it out to individuals, you can just have the link on the Town website, where people can go to the town website and access the survey that way.

Lynn Ekelund: Then you don't know if somebody has accessed it 12, 17, 122 times, the way they do on the Cape Gazette to vote.

Barry Goodinson: Right.

Lynn Ekelund: Which we don't want.

Barry Goodinson: Right.

Robin Davis: The second one that Barry came up with, I think Lewes does that; Lewes has a survey on their website, but it's a link that goes to the survey and answer the questions and push submit and it sends it, so it's through the website. You can go two different ways. You can look on the City of Lewes website and there's a spot on their home page that says link to the survey for the Comprehensive Plan.

Lynn Ekelund: As soon as you said that, I thought since we don't have any money and we're not going to send it out to people, which would be the best measure of control, but we're not going to do that...

Barry Goodinson: It's been awhile since I've done one of these, I think you can limit it, that you can only get one response from a particular email address, so unless people set up a whole bunch of email addresses, to keep on coming in with aliases... I don't think that this is that important.

Linda Edelen: That is an issue that I would think... do you have to sign your name? You have to identify yourself when you do a survey of this kind, just as you would have to stand up at a meeting and identify who you are, or we could have people that aren't supposed to be participating.

Lynn Ekelund: That was my question.

Barry Goodinson: We could work on that. As a matter of fact, we could bring a laptop next time, when we meet and kind of go through it, but I think you can make it anonymous or you can make it where you have to identify yourself, so you can design the survey however you want and we would make it that...

Linda Edelen: You might want to check with Seth about that.

Barry Goodinson: Yes.

Lynn Ekelund: Oh, I don't think there's a problem legally for something like that.

Linda Edelen: But we make everybody who comes to a meeting...

Lynn Ekelund: Sign in and say their name.

Linda Edelen: Stand up, this is who I am.

Barry Goodinson: People aren't shy in this town, that's for sure.

Lynn Ekelund: You just have a Disclaimer on it.

Barry Goodinson: I don't think we need to worry about anonymity.

Linda Edelen: I just thought we could ask.

Barry Goodinson: So it sounds like the consensus is we don't want this to be an anonymous survey.

Linda Edelen: I would say yes, we do not want it to be anonymous.

Lynn Ekelund: I think there should be some control, whether it's someone identifies themselves by name or whether they're signing... I'm not techy enough that I know how you can control it.

Ted Kanakos: What's the problem if it was anonymous? You're going to sift through these anyway. If there's crazy comments, not crazy comments; you'll just see what you need.

Lynn Ekelund: If you send out a survey to all property owners and I don't know how many that is in Town and let's say you have 1,600 surveys you've sent out and then you have a crackpot that answers 100 times and you have real answers of 400; you are so skewed, I think there should be some kind of control. Marion?

Marion Jones, 411 Behringer Avenue: I think your first parameter should be that they live within annexed lands of Milton.

Lynn Ekelund: I agree.

Jocelyn Godwin: But nobody said that.

Barry Goodinson: That's important. I think that was assumed, but no it wasn't stated.

Linda Edelen: Yes.

Lynn Ekelund: I'm sorry, I was assuming it all along.

Marion Jones: Without identifying it, you can get it.

Barry Goodinson: Yes.

Ted Kanakos: How do we accomplish that, if someone gets on line and they don't live in the Town?

Lynn Ekelund: I think that might be covered in the meeting with Kristy, if we can even do it.

Ted Kanakos: To sort these out?

Lynn Ekelund: I'm not a techy so I don't know you can...

Ted Kanakos: I remember this at Planning and Zoning Meetings a long time ago, when certain people wanted to open a business, a lot of their friends from out of town came

and spoke; and half of them weren't even from the Town, but they liked dogs and they thought they were supporting their friends, who wanted to open a business and yet they had nothing to do with the town and a lot of them still make a noise.

Lynn Ekelund: That hasn't changed, Ted.

Ted Kanakos: I know. I don't think that someone that necessarily lives out of town doesn't have a good idea and I don't think you're going to get hundreds of the same comments, from the same person; those are fairly easy to ignore. I worked for a company that had a suggestion box and that was the worst thing that ever happened; because the first day they opened it up, they found a mouse in it, so you could do anything you want with these. You have to know how to handle them. I don't think we should...

Barry Goodinson: Generally people treat these things fairly responsibly; you get a couple of adolescents who do...

Ted Kanakos: You're going to know who's way out of whack; they're usually going to end up at the meeting.

Lynn Ekelund: I think the majority of people are going to ignore it. You're just not going to get a response, so the people that treat it not so professionally, that could skew it; but I agree with Mayor Jones that...

Ted Kanakos: Is this a survey to come to a consensus, or is it just to field the number of questions that we should be concentrating on? Is this a vote?

Lynn Ekelund: I think it's a survey that if you're going to be writing in a Comprehensive Plan that the citizens believe that blah, blah, blah and you have surveyed that backs up that 72% of the citizens think that blah, blah, blah. I think it's something that we could use...

Ted Kanakos: Well 72% of the answers, not 72% so much the citizens. That's the key.

Lynn Ekelund: Well, however you want to put it, but I think it's something that you can use to validate what you're saying in the Comprehensive Plan.

Ted Kanakos: Yes, well that's the purpose of the survey, but there has to be a way of...

Lynn Ekelund: I think there's a way. I just don't know what it is.

Barry Goodinson: Okay. I think we should have this conversation on the 17<sup>th</sup> when we have more information about Survey Monkey and if folks want to get online and just go to Survey Monkey and poke around and learn whatever we can, then we can come back to that. I would love to get these dates firmed up. June 25<sup>th</sup>, I plugged in. We had talked about, initially, about four dates. Maybe this wasn't one of them. I don't know if June 25<sup>th</sup> was the June date that we initially set out or not.

Lynn Ekelund: I had the 25<sup>th</sup> down.

Barry Goodinson: Oh, okay. So June 25<sup>th</sup> works.

Lynn Ekelund: And the 19<sup>th</sup> we talked about, because we had to move it because of the Garden Tour.

Barry Goodinson: So July 19<sup>th</sup> is good. Let's see... The River...

Ted Kanakos: Is it practical to go that far out with these dates, or could we do it two in a row the next two meetings. It's difficult to go 30, 60, 90 days out.

Barry Goodinson: It is, but the challenge is if we are going to be inviting specific people to be here to discuss particular topics, we want to be able to give them as much advance notice, as possible.

Lynn Ekelund: I think we have to.

Mark Quigley: And don't we have to public notice, also?

Barry Goodinson: Yes.

Mark Quigley: So that makes sense.

Ted Kanakos: That is what, 7 days?

Lynn Ekelund: What do we need seven?

Robin Davis: It's seven days for a regular meeting, but if it's going to be a noticed public hearing, which was the 19<sup>th</sup> and August 13<sup>th</sup>, they have to be 15 days, at least.

Barry Goodinson: If we don't plan these far out, our lives are going to fill up and then we're suddenly going to be trying to plan these things around our lives, rather than if we set these down first, then it places us in a position where we're going to have to plan our lives around these meetings. Currently we know the third Tuesday we don't plan stuff, because this is set; these are just additional meetings, but we're just going to have to plan around them.

Mark Quigley: Yes, I would like to book as many as we can.

Lynn Ekelund: I agree.

Linda Edelen: Yes.

Barry Goodinson: So now I plugged in July 22<sup>nd</sup>, which is very close after July 19<sup>th</sup>; so I don't know if that makes sense or not.

Linda Edelen: I just wish they were not so close.

Barry Goodinson: I know.

Mark Quigley: Now what's the time on that one?

Linda Edelen: The 19<sup>th</sup> to the 22<sup>nd</sup>, is that what you mean?

Barry Goodinson: One is Saturday in the morning, that's the Town Center. I didn't put it in, that's a Tuesday, so it would be in the evening, but this is just for discussion purposes; we can move it to...

Lynn Ekelund: I think if you're jumping from July 22<sup>nd</sup> to August 13<sup>th</sup> and you're only given three days, that's just a little too close.

Barry Goodinson: Okay, let me see.

Lynn Ekelund: I like to prepare for these meetings and it would be difficult for me to live a life and prepare for these meetings.

Linda Edelen: Can we go another week for this River?

Lynn Ekelund: That's what I'm thinking.

Linda Edelen: The following week, the 29<sup>th</sup>? Is that right?

Barry Goodinson: Yes, we have it the 22<sup>nd</sup>. Yes it could be that week, any night that week.

Linda Edelen: When is our regular meeting? Oh, July 15<sup>th</sup>.

Barry Goodinson: I'm not sure why I didn't go with the week of the 28<sup>th</sup>. So do you want to do it the week of the 28<sup>th</sup>?

Lynn Ekelund: I think that would be better.

Linda Edelen: That's what I'm thinking, it would give us a little breather.

Barry Goodinson: Robin, can you look to see if the... after we get these, will you be the guy who will see if the space is available?

Robin Davis: Correct. Yes.

Barry Goodinson: So do we want to do Monday, the 28<sup>th</sup>? Or are we going to go with

Tuesday?

Linda Edelen: It doesn't matter to me.

Lynn Ekelund: It doesn't matter to me.

Barry Goodinson: Let's go with Monday, the 28<sup>th</sup>.

Linda Edelen: That looks better. The 13<sup>th</sup> and the 19<sup>th</sup> for our regular meeting.

Barry Goodinson: August 13<sup>th</sup> is a Wednesday, so that would be...

Robin Davis: That was one of those that we thought about having during the day.

Barry Goodinson: Right.

Robin Davis: To catch the people.

Barry Goodinson: Folks who would be interested in this topic, would they be available during the day?

Linda Edelen: The Historical Society?

Barry Goodinson: Yes.

Lynn Ekelund: Well from what Barbara said, she was going to be meeting someone that, it sounded like was still working; that she wanted to invite.

Barry Goodinson: Yes.

Linda Edelen: Was that person going to speak, or just be in the audience?

Barry Goodinson: I think just be in the audience.

Lynn Ekelund: I didn't think it was going to be to give a presentation, but perhaps to give us substantive response to questions.

Barry Goodinson: We could ask them to speak.

Lynn Ekelund: That was my impression.

Barry Goodinson: This is our choice.

Linda Edelen: They take up a lot of time and they're not always directly on point.

Barry Goodinson: Right.

Lynn Ekelund: I think just having them available to...

Barry Goodinson: I'm thinking of them as resources, rather than as the main event.

August 13<sup>th</sup> still works. Do we want to do it during the day, or do we want to do it in the evening.

Linda Edelen: I could do either, of course, so it's up to you guys.

Mark Quigley: I'm open.

Barry Goodinson: Does anyone think that there's a pro or a con for either, on this particular topic?

Lynn Ekelund: I would think... I live in the Historic District, that most of the people that live in the Historic District are available during the day.

Barry Goodinson: Okay, then let's do that during the day, then.

Lynn Ekelund: And it would change it up, we've said we were going to do that.

Barry Goodinson: What time?

Lynn Ekelund: Afternoon.

Linda Edelen: 1:00 or 2:00 in the afternoon?

Ted Kanakos: What day would that be Barry?

Barry Goodinson: Wednesday, August 13<sup>th</sup> at...

Lynn Ekelund: Afternoon and Robin, you can check on when the Library's open?

Robin Davis: I've already checked, because that was one of the original dates. They are available all during the day.



Barry Goodinson: What time?

Lynn Ekelund: 1:00.

Barry Goodinson: 1:00. Okay, good, done. Then we have a Planning and Zoning Meeting on the 19<sup>th</sup> and then we were talking about... I'm not sure, did we talk about Saturday, August 23<sup>rd</sup> or did I just make this up?

Robin Davis: No, I don't think we went that far.

Barry Goodinson: Okay.

Linda Edelen: I don't have a problem that I know of with August 23<sup>rd</sup>.

Lynn Ekelund: As I said, my only problem is with the first two weeks of July, so I'm good throughout the summer.

Barry Goodinson: So what do we want to do, 10:00 Saturday morning, August 23<sup>rd</sup>?

Linda Edelen: Is that what we did on the other Saturday? We did 10:30 for some reason.

Robin Davis: It has to be 10:30 because the Library doesn't open until 10.

Barry Goodinson: Good, so it's 10:30. Alright. The Affordable Housing, that's in September.

Linda Edelen: We've got like three weeks.

Barry Goodinson: Big gap. We go from August 23<sup>rd</sup>; we've got a regular Planning and Zoning on September 16<sup>th</sup>. We could move this up.

Lynn Ekelund: Or we could have a catch our breath workshop.

Linda Edelen: I like that.

Lynn Ekelund: Whenever, but in between. Don't try and schedule another topic.

Linda Edelen: Do you mean between August 23<sup>rd</sup> and September 20<sup>th</sup>?

Lynn Ekelund: Just a let's breathe and see where we are and where we've got to be and what we're doing.

Barry Goodinson: What do we think about another Saturday meeting on September 20<sup>th</sup>? Do a workshop.

Lynn Ekelund: Do we get paid extra?

Barry Goodinson: You'll get paid twice as much as we're getting paid.

Linda Edelen: The workshop would be an add date, that we don't have yet, correct?

Barry Goodinson: The catch our breath workshop? Yes. Who knows, we may be able to do it at our regularly scheduled Planning and Zoning meeting.

Lynn Ekelund: We might be able to do it, if there's nothing scheduled there. Because it wouldn't be a public hearing, it would be just a catch up. Correct, Robin, we wouldn't need the 15 days; we just need the seven?

Robin Davis: Correct.

Ted Kanakos: Could we have a retreat at the Greenbriar?

Lynn Ekelund: Yes. I have a sweatshirt I'll wear.

Barry Goodinson: A retreat at the Greenbriar.

Lynn Ekelund: And then we could do bomb shelters in Milton.

Linda Edelen: Why can't we have this catch a breath, which I see as an additional meeting; don't have a calendar with me, not even my phone, right after Labor Day or something; early in September?

Barry Goodinson: Yes.

Lynn Ekelund: Pick a day.

Linda Edelen: Do you see a date? You guys have calendars.

Mark Quigley: Do we have a time for the 20<sup>th</sup> yet?

Barry Goodinson: No. The catch our breath workshop. How about Wednesday, September 10<sup>th</sup>? You know what, let's schedule it for September 10<sup>th</sup> and if nothing shows up for the 16<sup>th</sup>, we can have it then instead and we won't have to come on the 10<sup>th</sup>.

Lynn Ekelund: Because you'll know by then, won't you Robin?

Robin Davis: Yes. We should be pretty... With new items coming on, they have to be submitted by the first of the previous month, but sometimes we have something opened, coming for final, like Heritage Creek, we usually fill them in as long as they meet all the requirements. So September 10<sup>th</sup> is the workshop?

Lynn Ekelund: Yes.

Barry Goodinson: So we're looking at September 20<sup>th</sup>. Do we want to do a Saturday, or do we want to do something the following... I don't really have a dog in that fight.

Linda Edelen: I don't have a preference.

Lynn Ekelund: I don't care when it is, I will show up.

Barry Goodinson: I think having Affordable Housing conversation on a Saturday, makes a certain amount of sense.

Lynn Ekelund: Then let's do it at 10:30.

Barry Goodinson: Okay, Saturday, September 20<sup>th</sup> at 10:30.

Linda Edelen: What about our catch our breath workshop?

Lynn Ekelund: Wednesday, September 10<sup>th</sup> at 6:30.

Barry Goodinson: Then Cultural Resources. I would love to have this at the Milton Theater, if we can. I guess the question is, it sounds like they've got so much going on, I don't know what availability.

Lynn Ekelund: I would prefer to spend our money on mailing out the survey, than renting out the Milton Theater.

Barry Goodinson: I wasn't even assuming that they would make us pay.

Lynn Ekelund: I think so, yes. I don't know, but I'm just saying.

Robin Davis: Lynn is probably correct. I don't know either, but I'm pretty sure that there would be a charge.

Lynn Ekelund: Yes.

Mark Quigley: I don't know. I would ask the guy who's running it, the Director. I met him the other day and I have no problem asking him if we can use it.

Barry Goodinson: Yes, let's ask.

Linda Edelen: Well, they've got projects going on and classes.

Lynn Ekelund: If they've got a lot of stuff going on and if you want to set it up, they've got folding chairs. It isn't conducive, if you want it for the cache. I'll show up, wherever and whenever.

Barry Goodinson: I think at an earlier meeting, someone said well people would really want to come to this if it were at the theater, so I was just channeling that suggestion. Again, I don't know.

Mark Quigley: At our last educational class up at University of Delaware, they said try to engage as many people in the community as possible, to reach out to schools, the police, different areas, other businesses, so it makes sense. John and I were the only two there from Milton.

Barry Goodinson: I like the idea of moving it around. It feels a little bit more in the

community.

Linda Edelen: Do we have anything at the Fire Hall? Would there be a reason to do that?

Robin Davis: They charge.

Linda Edelen: Do they?

Robin Davis: Yes.

Barry Goodinson: We could have the Front Street conversation at the Fire Hall.

Lynn Ekelund: They charge.

Barry Goodinson: I know.

Linda Edelen: They charge.

Lynn Ekelund: Okay, how about if we just decide on the week of the 22<sup>nd</sup> and you guys can decide whether it's going to be at the Library. Mark, if you want to... Is his name Mark?

Mark Quigley: Okay, I'll talk to him.

Barry Goodinson: Okay, so Mark will talk to...

Lynn Ekelund: I think his name is Mark.

Linda Edelen: Do we need to hit other days, like Thursday's?

Barry Goodinson: It's Fred and somebody.

Lynn Ekelund: Who's the little guy? Fred is the one.

Barry Goodinson: Okay, so Mark's going to talk to those folks. So anytime that week of the September 22<sup>nd</sup>, because I just left it flexible, knowing they would have a lot of things going on.

Lynn Ekelund: Okay.

Barry Goodinson: The Community Development Plan... This is required by the State.

I'm not sure if I fully understand what's expected of us, so we're going to need the folks who know this stuff. I just plugged it in here. So does Thursday, October 9<sup>th</sup> work?

Linda Edelen: Are we talking about October 9<sup>th</sup>?

Barry Goodinson: Yes.

Lynn Ekelund: I'm actually to a point now where I don't know.

Linda Edelen: Can we do this on the 17<sup>th</sup>, finish up the last several months?

Barry Goodinson: Okay.

Lynn Ekelund: I think we're okay going to the week of September 22<sup>nd</sup>.

Linda Edelen: It doesn't matter. If we're going to have a meeting, if I'm in town...

Lynn Ekelund: I know that I'm busy on the 7<sup>th</sup>. I don't know how long I'm going to be... not that I have to be here, but I just think we're asking us to... we don't know if we're going to do community development. Based on everything that we're doing, we might have a follow-up meeting that all of a sudden becomes important. I think we should just step back.

Barry Goodinson: Well the Community Development Plan, Economic Development Plan, Community Facilities Plan; those are all required by the State.

Lynn Ekelund: But we don't have to schedule them in June, for October. That's all I'm saying.

Barry Goodinson: I guess not. I actually would love to move Front Street; make it... When I do this, I'll redo this. I'll type in these changes that are firm and then I'll put TBD's on the ones that we still have to figure out and then we can figure that out when we get together on the 17<sup>th</sup>.

Lynn Ekelund: Super. Jocelyn I'll send that to you tomorrow morning, so you can...  
Actually when you look at it, I wasn't schizophrenic, I just started doing something and I honestly thought, as a person, if everybody keeps asking me all this name, address, serial number I'm going to get bored, so I just did a little bit and I did the substantive stuff and then I stuck the other at the bottom, so if you want to switch it together.

Jocelyn Godwin: Not a problem.

Mark Quigley: I have a question. Any thoughts or comments, or recap from you guys?

Hal Godwin: Well, I have a lot of thoughts, but I wasn't addressed, so I didn't think you really wanted to hear it, so I just stayed back and let you do what you were doing. There are some thoughts about State requirements, but since you were moving along like you were, I thought I would just hold back until you asked me.

Barry Goodinson: No, we want to hear them.

Mark Quigley: I don't know where that message every got translated. I even looked towards you a few times, to see if you were going to jump in; not that that means you would jump in, but...

Hal Godwin: I didn't feel like that was appropriate for me to do that.

Mark Quigley: Okay, why not? I'm just curious.

Barry Goodinson: Oh no, absolutely.

Hal Godwin: Well, I guess some of the concerns I have are about our homework assignment. I think it's great that we're going to expand. I didn't see a Water and Wastewater issue addressed and there are a number of issues. We also have not addressed the Source Water Protection Ordinance that we must adopt. There are some other things that I didn't see included and I thought maybe I missed it somehow, because I know Barry said he wanted to incorporate all those State issues into his new agenda, which is great. Great idea, but I frankly didn't see them all. Let me unfold my stuff here.

Barry Goodinson: Early on I had sent the list over to you, asking you specifically that question; what did I miss?

Hal Godwin: There's something wrong with you and me in the computer thing, because there's a certain program that you sent me, I can't open. When it opens, it gives me a blank page and it has your name in the middle.

Jocelyn Godwin: It types that with every email he sends out.

Barry Goodinson: That's just my signature.

Lynn Ekelund: I get that too.

Hal Godwin: The Source Water Protection Ordinance is something we have to do and as I mentioned in previous meetings, there are a number of other jurisdictions that have that ordinance, that we can use as a model, to customize to fit our needs. Dorothy left me a list here when she was here earlier of agencies that we really need to contact, to have them included. By the way, Dorothy is a resource for us, because she's from State Planning Office and I just didn't feel like she felt that she was included either; because she didn't jump off... never mind. If we're going to talk about the River, we probably should have DNREC here to help us with that discussion.

Lynn Ekelund: He's got that.

Barry Goodinson: Yes.

Hal Godwin: In the Historic District and Community Design, we might be smart to have the State Housing Historic Preservation folks from the State. I know you have an expert

that you want to hear from, great, but we also have to meet certain benchmarks with the State, so have them here to help us with that, I was going to suggest. Again, Source Water Protection Ordinance, I mentioned that, we need to have DNREC here for that one and if we get to a point where we don't feel we have the ability to get over the hump on something that's technical, there are a number of people out there that might help us without charging us an arm and a leg. I know Nick Dipasquale helped us with the County's Source Water Protection Ordinance. He was under contract, but I know he'll do it for a Town, come to a meeting or two and bring some literature without charging a lot. Housing, Karen Horton, from the Delaware State Housing Authority, probably should be included and could help to make sure we've designed the paragraphs in a fashion that keeps the State happy.

Barry Goodinson: This is where I highlighted – invited resources – this is exactly what I was hoping to get back from folks.

Hal Godwin: If I can assist in helping us get the right resources, so that when we have a meeting, it's productive and we get something done and we can move onto the next subject. Then I have to tell you, I know it's scary to do this, but every other Comprehensive Plan I have been involved in the person, usually it's more than one person, that's actually drafting the rough drafts, they get started early in the process and that draft might get changed six or eight times. If you look at the current Comprehensive Plan most of us could probably agree on 90% of what's in the history part. We could just cut and paste that one, that's easy. Then as we start moving through the list of requirements and looking at our old plan, sometimes we don't really have to reinvent the wheel to make it look like we reinvented the wheel. We look at what the Plan said; what we've heard from the public; review some of our notes; and start to be able to fashion a document of a page or two that gets us there and then we all read it and we make comments and it goes back; this is how I've seen them done. I've seen the consultant we had for the County, he ran the public hearings and we had a recorder, which was transcribed into notes and he wrote the darn thing from that. Now, much of what he wrote he was able to get started on by reading the earlier Plan, the existing Plan and then talking with some people who knew the history and demographics of the County. So he had the document underway early in the program and then those people who were going to have to vote on it, would read it and say well we know we're going to have to change this, this and this and they let the public see that new draft and they'll make some critiques and change that and that way you don't have to rewrite the thing seven times. What I sensed tonight was you were having a little bit of a struggle with how to get there. At some point, we have to be bold enough to write a paragraph and then just say the six of you read it over and you say well this, that... like you're doing Barry, you're shifting things around so folks can see it all and let everybody weight in on it and then in a week or ten days, say you've got a draft that you can show the public. This is our first draft and what do you think? And let the folks read it and they'll bring the comments to you, but I think part of the problem with getting productive comments is we're not being specific enough. We're still being very general and it's very early in the process. As we start to get drafts, then we'll have something to hook onto, even if it's wrong, you've got something to hook on and let's critique it.

Mark Quigley: Is that something that's done in a workshop?

Hal Godwin: It's usually done by the person that's writing the Plan for you.

Lynn Ekelund: Who is that? Are you writing the Plan?

Hal Godwin: No, I don't have to write the Plan. I've talked with Barry about he being the major author, but someone has to have the direction to start writing some paragraphs.

Barry Goodinson: I'm happy to write... whatever needs to be written, I'm happy to write.

Hal Godwin: And Barry I think you're a perfect person for this, because you seem to have tentacles out of the community that are all very sensitive, like an octopus, if you will. You're hearing everything, seeing and touching everything and you might want some assistance; maybe you and I could sit down one night and we could just go through something and I could bounce some things off you that I've seen this done and it works. And that paragraph needs to have... we need to hear more from DNREC on that one, before we go much further, so I think I could help you get us up to a Level One Draft, do you see what I'm saying?

Barry Goodinson: Right.

Hal Godwin: Then we get that done, everybody reads it, weighs in, makes changes; then we all say the Planning and Zoning Commission thinks we've got our first draft on these three items. Put it on the website and let them all read it. The Town comes back and says you could never do that; okay, just tell me and that's how we fashion this thing.

Jocelyn Godwin: One more recommendation is as we talk about these specific topics, at these specific meetings, maybe we summarize at the end, after we've heard public comment, we've talked with the experts; maybe say okay, what I'm hearing tonight is these are the most critical areas.

Lynn Ekelund: Good point.

Barry Goodinson: I think one of the challenges is we're so used to this format, where we're all sitting up here. People come. They've got a particular project. They present and then... But this process is completely different. I hate the fact that we're sitting here. I wish we were wandering around. I wish we had an easel up here and we were writing or a PowerPoint that had three questions that we're posing to the community and asking them specifically to address those questions around transportation or...

Jocelyn Godwin: The hardest part for you guys, up here, is that technically this is your document. Now, granted, it's built from the input from everyone in Town. You've got a lot of comments, a lot of feelings, a lot of emotion, a lot of personal things that are out there, but your job is to take that information, bring it in, think about it. Think about one person says yes, one says no, but part of your responsibility is your knowledge and understanding and experience of working just with the Planning and Zoning Commission; to take that information and say... there's going to be people who aren't going to be happy with your decisions somewhere. They're going to say that's not important to me, but your job is overall, the vision for the Town and where it needs to go.

Hal Godwin: The \$50,000 consultant will write you a document. They'll sit down and write it for you and they'll say here it is.

Ted Kanakos: I bet they would.

Hal Godwin: And then you slice and dice. We paid \$140,000 for a consultant to do that and I set up eight public meetings, which he and I hosted together, and he listened to everything and we had a recording and he was taking notes, but he had the damn thing



half done before he got halfway through. So the consultants will do what they do. They will write your document and if the elected officials, who have to give it final approval and this sounds backwards and it's the political way; but if they've already told him I don't want this in there, no pineapples and I'll take bananas only sliced in half, then he knows to write in that parameter and regardless of what the public says, they get no pineapples and half sliced bananas. That's what they get, so you're trying to do this right. You're trying to make sure the people have governed it through you. That's the exact right way to do it, but at some point, we have to be bold enough to say okay we're going to start drawing this up.

Barry Goodinson: Just in the course of our responsibilities here, but also just living in town and hearing from people, walkability is an ongoing issue. Everyone knows the sidewalks are a mess and we need to do something about it, so we've got to figure out, how do we create the continuum where people can walk and Americans with Disabilities Act compliance and accessibility; the Rails to Trails keeps on coming up.

Lynn Ekelund: Traffic congestion. Growth area.

Hal Godwin: Some of these issues we need to plan ahead for the assistance; we're going to ask a person to come in September and talk about so and so; we need to get on the ball with that as soon as we can, because some of these folks might not fit your schedule. Like Bobbie's pretty flexible, but there are 42 people in her office; so you're going to get some flexibility. You get to a DNREC situation where you're talking about stormwater and there might only be three people that are available and they might not be available on the nights that you've set up. So you run into that kind of thing. So the earlier we can get our names to them and the earlier we can decide which issues we want expert help with...

Barry Goodinson: If you can go through where it says Invited Resources and give us real specific names of the people that you know, because that would be really helpful. Then in terms of logistics, how do we go about inviting them?

Lynn Ekelund: Wait, can I just jump in? Also, if you're talking to these people and we haven't finalized dates and publicized anything, just because we've assigned a topic to a date and that's the only date that that particular expert is free, jump in and grab it.

Hal Godwin: I can do that. If you will allow me to represent you with these folks, which I think you have, I'll be happy to call and say hey Bob, I'm helping Milton with their Comprehensive Plan, can you come talk about Source Water Protection? Oh sure, any night next week is fine. So I can make those contacts and stack them up and then report back to you. I can do some of that.

Lynn Ekelund: Perfect. Yes. No, do all of it.

Hal Godwin: Okay. As I've said from the beginning, we can do this in house. We can save ourselves a lot of money. It's phone calls. It's connections. She has connections. I have connections. Everybody has their own little network. As we bring the networks together, we'll start finding solutions. Now Bobbie's willing to come back again, because she recognizes that you're not really off the ground yet. You're still going down the runway. She realizes that her assistance is going to be best after she knows more about where you want to go. I wanted to jump in, but I didn't want to interrupt her. There was one issue that kept going round and round and round about the Plan. If Milton doesn't have certain things in their Comprehensive Plan and then let's say the State comes along

with some major infrastructure, before they're going to make any final decision, they're going to look at your Comprehensive Plan. They're going to say we can't do it that way because Milton's Comprehensive Plan calls for apples and peaches; we've got to do it that way. So the State will honor that and so will the County.

Lynn Ekelund: That was me and I was confused. The other woman that came up...

Hal Godwin: The County always defers to the local town. When we're doing our Comprehensive Plan we contact each and every town and say we're doing our Comprehensive Plan; you want to share your ideas about what you want to do around your town, because we don't want to get in your way. The County would much rather have the town's annexed land and manage it themselves, then us do it for you, so when somebody comes to us and says, I want to put a project right up next to Lewes or right up next to Millsboro, we say, did you talk to the town first? Can't you do it with them? Because the State strategies that Bobbie touched on, spending strategies, leans towards giving the towns jurisdiction over growth. The spending strategies are a four-tiered program. She didn't do a very thorough job. It was installed along with a little Delaware ordinance that went in place several years ago and the four layers are a stack of the areas right around the towns which are level one. If growth happens there, the State is generally quick to support that with infrastructure; then just past the growth zones of the town is a level two area and that will be controversial; that's what he was saying. It will be controversial and the State will make you justify, the developer justify how this is going to work, without being up next to a town. Level 3, that's rural. We don't encourage that too much. You want to build something way out in the middle of the County somewhere, with no transportation, no utilities, we're not going to spend any money on that. Level 4, the answer is no. You're getting no money, so you better build your own roads and everything yourself. So that's what this spending strategies that she was talking about, she says that we're a Level 1; that's what she meant. The area around the town will get an early focus and if the State comes in and says okay we're getting ready to widen 16, what does Milton say. Oh, whoa. Their Comprehensive Plan says that they want that traffic to go around the town somehow. We better go talk to their planning department. So the Town and the State and the County will key off what your Comprehensive Plan says. Now I don't mean that to be a guarantee, but if there's nothing in your plan, there are no rules.

Lynn Ekelund: That's what the other woman from PLUS...

Hal Godwin: That's what she was trying to say, Dorothy. Dorothy is your circuit rider. She is your contact.

Jocelyn Godwin: You can call her any time.

Lynn Ekelund: What was her last name?

Jocelyn Godwin: Dorothy Morris.

Lynn Ekelund: Morris.

Hal Godwin: That's a contact, you don't have to have me for. She's here to help you.

Jocelyn Godwin: That's her job.

Hal Godwin: Her job is to help you. We just kind of told her about the meetings and try to be here and this is the first time she could make it. She won't be here for every meeting, but she will help steer you. If she sees you getting way off the trail, she'll help you get back on the trail. These resources again, they're there. They're already paid for.

It's a State Employee.

Lynn Ekelund: Just to jump on there, when I went out to talk to Bobbie, I asked her if she could get me a little bit more information on the TID's, because I really like that concept and she said that she'll get it, she's going to send it to you and then if you wouldn't mind.

Barry Goodinson: I need to understand that better. I'm not sure if I understood it.

Hal Godwin: Another layer, this is a whole different layer of it's land use, when you're talking about the Comprehensive Plan. Some towns have set up special tax districts. If you're not familiar with that, the way that works is the town will annex a property, zone it, and sub-divide it, yada, yada, yada and then they'll have another tax layer that goes on just that property to pay for it's infrastructure and it's retired in a 20-year note, or whatever, but that way Heritage Shores are in Bridgeville today; beautiful community and very well done, all the amenities, the clubhouse is beautiful.

Jocelyn Godwin: That way the other citizens don't pay for the infrastructure...

Hal Godwin: But the other folks in Bridgeville aren't paying for that neighborhood; they're still paying their \$1,000 a year in taxes; those guys are paying \$4,000 a year, but it's only until their note's paid off; which paid for the infrastructure. So there are lots of options that are available. That takes legislation. Bridgeville had to go to the Legislature and get that added to their Charter, but it's a process that's available. She talked about money. There are other sources of money for infrastructure, for traffic and quite frankly a big portion of the infrastructure money comes from Washington, DC; it's Federal money. She did say one thing that I didn't agree with and that is that we do not have an MPO; that's a Metropolitan Planning Organization. New Castle County has WOMAPCO, which is Cecil County, Maryland and New Castle County, Delaware. The reason that's designed that way is because those two counties complement one another. They sleep in Cecil County and work in New Castle County. So the traffic has to be something well designed between the two. Sussex County does have an MPO, but it's not an organization. It is the County Administrator and I who have met him a couple of times, but every September we put up an Infrastructure Plan and it's basically a wish list and we have it up for review in September and then we give that to DelDOT, as our wish list for the County and for us, it's usually a lot of stuff about the airport, major infrastructure, yada, yada, yada, but if towns want us to, we can include them. There's two goal items in this most current one for Milton. I've forgotten what they are now, but they were small road improvements. You can make an issue out of that with us at these September Hearings and through your Council Members coming to County Council Meetings and saying we want to be included in a little heavier dose. We've got this and this and this need now. All we really do is we put it on a Christmas list and it does to DelDOT. We don't really have control of it, but DelDOT will come back to us sometimes, like they did last year and say, we really need to know what is your number one got to have issue and we'll tell them. Our County Council will get together and put their heads together and they'll say okay, tell them it's Route 26 or whatever; but sometimes DelDOT will come to us and say we've got your stuff in order of priority and the top three are going to get done this year. But tell us, is there one other one that you really have to have, so there is this dialogue and if we don't have that list, guess what, the money goes to Kent County. So that was my point about we do need to be proactive

and have in the Plan everything you possibly dream for and have it in there, why you want it, how you see it being developed... then when the day comes, December 24<sup>th</sup> and the sleigh is in the air, you might get what you want. So I would just recommend that we think big, that's great. Think about all those things and try to get them on the Christmas list.

Mark Quigley: I have one other thing. How do we get you more engaged then, or, is it etiquette? Do we not know the etiquette?

Hal Godwin: No, the Chair never gave me the mic or asked me anything, so I stayed out of it. That's just the way I will do it.

Mark Quigley: Okay. Just so we answer...

Lynn Ekelund: I didn't realize that you needed... The next time Don isn't here, I will bring an engraved invitation and I will...

Hal Godwin: No. I am very respectful of elected and appointed officials and if they don't engage me, then I stay quiet.

Mark Quigley: I get it. That's why I'm asking for us.

Lynn Ekelund: Never in my lifetime have I known you to remain quiet, because you weren't invited.

Hal Godwin: You're an appointed official.

Robin Davis: Wait. We need to make a motion on the dates that have been approved, because it's on the agenda.

Barry Goodinson: Do we have to list them all, or as discussed?

Robin Davis: No, it's as discussed.

Ted Kanakos: I make a motion that we approve the dates of our meetings, as discussed.

Barry Goodinson: Second.

Lynn Ekelund: All those in favor say aye. Opposed. Motion is carried.

## 7. Adjournment

Lynn Ekelund: Can I have a motion to adjourn?

Ted Kanakos: I make a motion to adjourn.

Barry Goodinson: Second.

Lynn Ekelund: All those in favor say aye. Opposed. Motion is carried. Meeting ended at 9:16 p.m.